

UNIVERSITY
OF MICHIGAN

PERIODICAL
READING ROOM

6
CANADIAN
GEOGRAPHICAL
JOURNAL





THE CANADIAN GEOGRAPHICAL SOCIETY

OTTAWA, CANADA



HONORARY PATRON

HIS EXCELLENCY THE RIGHT HONOURABLE VINCENT MASSEY, C.H.

HONORARY PRESIDENTS

CHARLES CAMSELL, C.M.G., LL.D., B.A. J. B. TYRRELL, M.A., LL.D., F.G.S.
CHARLES G. COWAN

BOARD OF DIRECTORS

Major-General H. A. YOUNG, C.B., C.B.E., D.S.O., C.D., B.Sc.E.E., President

Dr. C. I. MACKENZIE, Vice-President
Gen. A. G. L. McNAUGHTON, Vice-President
Dr. ARTHUR BEAUCHESNE, Vice-President

Mr. GORDON F. MACLAREN, Q.C., Honorary Counsel
Mr. A. G. MORDY, Honorary Treasurer
Mr. E. S. MARTINDALE, Honorary Secretary

Hon. A. E. ARSENAULT, Charlottetown, P.E.I.
Dr. MARIUS BARBEAU, Ottawa
Dr. BENOIT BROUILLETTE, University of Montreal,
Montreal, Que.
Mr. R. H. CHESHIRE, General Manager, Hudson's Bay
Company, Winnipeg, Man.
Mr. D. M. COOLICAN, Canadian Bank Note Company,
Ottawa
Col. A. F. DUGUID, Ottawa
Vice-Admiral H. T. W. GRANT, Ottawa
Mr. K. A. GREENE, Ottawa
Mr. ERIC L. HARVIE, Q.C., Calgary, Alta.
Mr. GILBERT LABINE, Toronto, Ont.
Dr. B. R. MacKAY, Ottawa
Dr. N. A. M. MacKENZIE, President, University of British
Columbia, Vancouver, B.C.
Mr. T. H. MANNING, Ottawa

Lt.-Col. SIDNEY C. OLAND, Halifax, N.S.
Hon. N. M. PATERSON, The Senate, Ottawa
Mr. R. E. POWELL, President, Aluminum Company of
Canada Limited, Montreal, Que.
Mr. R. GORDON ROBERTSON, Deputy Minister,
Department of Northern Affairs and National
Resources, Ottawa
Dr. H. J. ROWLEY, Resources Development Board,
Fredericton, N.B.
Mr. V. W. SCULLY, Steel Company of Canada Limited,
Hamilton, Ont.
Col. C. P. STACEY, Historical Section, Canadian Army,
Ottawa
Dr. A. W. TRUEMAN, Government Film Commissioner,
National Film Board, Ottawa
Sir ALBERT WALSH, Chief Justice, St. John's,
Newfoundland
Prof. I. T. WILSON, University of Toronto, Toronto, Ont.

Executive-Secretary and Editor of Publications

GORDON M. DALLYN

Editorial Committee

W. EGGLESTON, Ottawa, Chairman

H. L. TRUEMAN, Ottawa, Vice-Chairman

Dr. F. J. ALCOCK, Ottawa
Miss MALVINA BOLUS, Victoria
Dr. GEORGE W. BROWN, Toronto
Mr. E. BUSSIERE, Ottawa
Mr. J. W. CHURCHMAN, Regina
Dr. PIERRE DAGENAIS, Montreal
Dr. ARCHIBALD A. DAY, Ottawa

Dr. G. V. DOUGLAS, Halifax
Dr. G. A. FRECKER, St. John's, Nfld.
Dr. F. KENNETH HARE, Montreal
Dr. M. E. LAZERTE, Edmonton
Dr. R. O. MacFARLANE, Ottawa
Mr. I. S. McARTHUR, Ottawa
Abbé ARTHUR MAHEUX, Quebec
Mr. OLIVER MASTER, Ottawa

Dr. D. F. PUTNAM, Toronto
Mr. B. T. RICHARDSON, Toronto
Dr. J. E. ROBBINS, Ottawa
Dr. LLOYD W. SHAW, Charlottetown
Mr. R. J. C. STEAD, Ottawa
Mr. D. M. STEPHENS, Winnipeg
Dr. M. Y. WILLIAMS, Vancouver

Auditors: Davis, Bishop & Company, Chartered Accountants



The Society's ambition is to make itself a real force in advancing geographical knowledge, and in disseminating information on the geography, resources and people of Canada. In short, its aim is to make Canada better known to Canadians and to the rest of the world.

As one of its major activities in carrying out its purpose, the Society publishes a monthly magazine, the Canadian Geographical Journal, which is devoted to every phase of geography — historical, physical and economic — of Canada, of the British Commonwealth and of the other parts of the world. It is the intention to publish articles in this magazine that will be popular in

character, easily read, well illustrated, and informative.

The Canadian Geographical Journal will be sent to each member of the Society in good standing. Membership in the Society is open to any one interested in geographical matters. The annual fee for membership is four dollars (Canadian currency).

The Society has no political or other sectional associations, and is responsible only to its members. All money received is used in producing the Canadian Geographical Journal and in carrying on such other activities for the advancement of geographical knowledge as funds of the Society may permit.



A GENERAL MOTORS VALUE

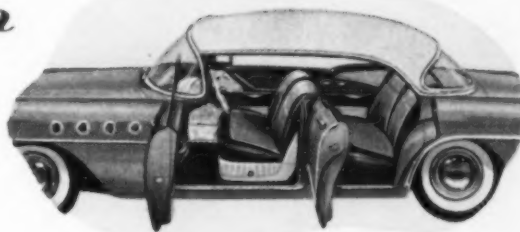
We expected applause - but we got an ovation with the 4-Door Riviera

FROM the day the first of the 1955 Buicks took shape and form and life, we knew they were good, and destined for success. For these were cars styled with bold distinction—built with exacting care and integrity—engineered to outperform every line of Buicks before them.

But what has happened—and continues to happen in ever-increasing degrees—is something beyond all expectation. The welcome these 1955 Buicks are getting is a *thunderous* ovation!

It's no wonder—when you consider that this is the car so many folks have been asking for.

A *true* hardtop, with the sleek and racy look of a sporty Convertible—plus the steel-roofed safety of stout metal overhead—*plus the complete absence of centre door posts above the window line to give you a wholly unobstructed view at both sides.*



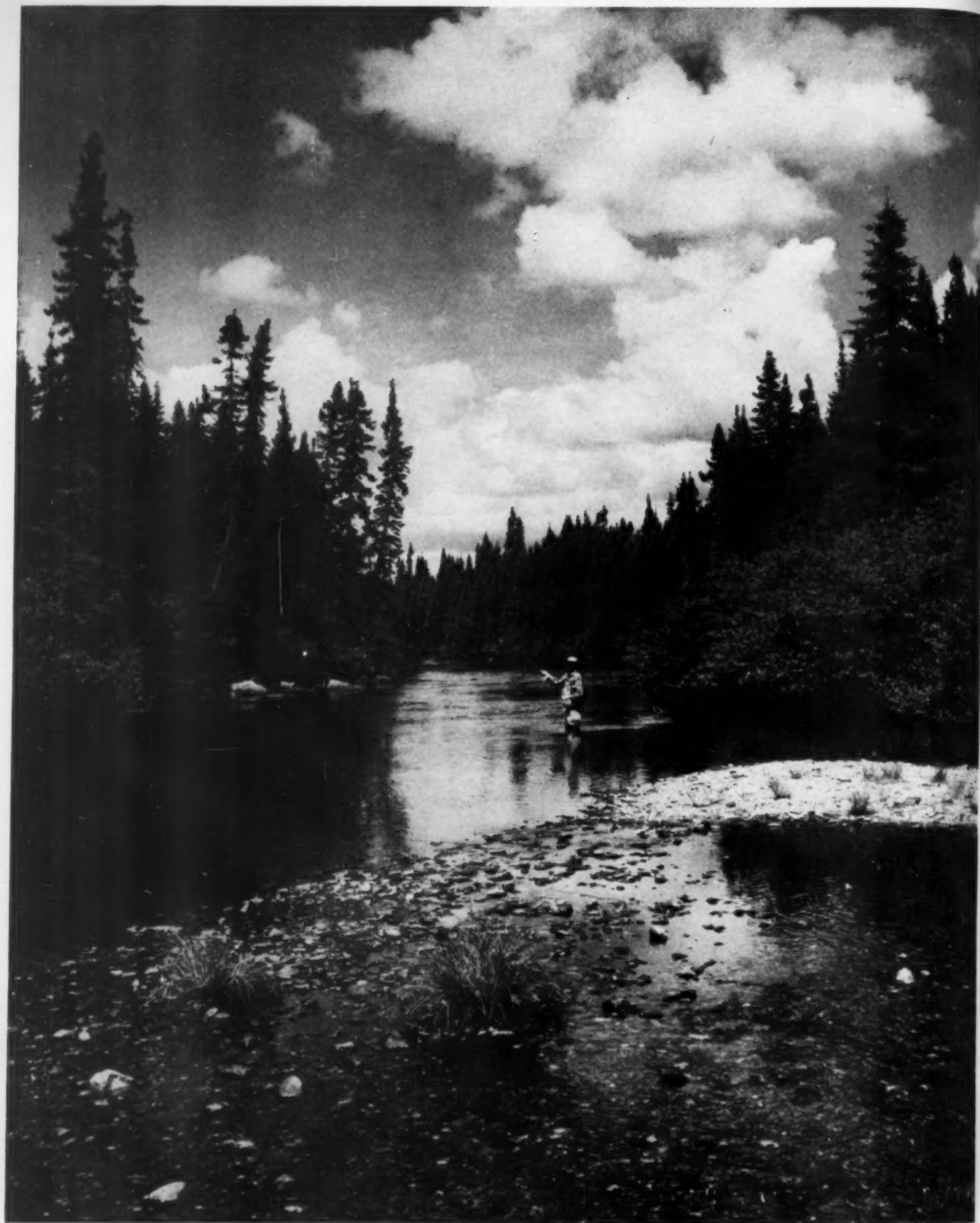
And a *true* Sedan at the same time—with separate doors to the rear compartment—*and with rear-compartment legroom and headroom as generous as you could wish!*

It's a buy on every count—in the low-priced Buick SPECIAL Series, and in the high-horsepower-per-dollar Buick CENTURY Series. And with it you get great new V8 power, plus the gas-saving economy and thrills of Variable Pitch Dynaflo^{*} Automatic Transmission.

See your Buick dealer this week about the new hit in hardtops—the car that's setting a whole new trend for the industry to follow.

*Dynaflo Drive is standard on Roadmaster, optional at extra cost on other Series.

Thrill of the year is Buick



A fisherman tries his luck on the Serpentine, a tributary of New Brunswick's Tobique River.

N. B. Government Information Bureau

CANADIAN GEOGRAPHICAL JOURNAL

Published monthly by
THE CANADIAN GEOGRAPHICAL SOCIETY
Ottawa, Ontario
Editor - GORDON M. DALLYN

This magazine is dedicated to the presentation in authentic and popular form, with extensive illustrations, of the broad pattern of Canadian life and its industrial, physical, and cultural foundations.

The articles in this Journal are indexed in the *International Index to Periodicals* and in the *Canadian Index*.

The British standard of spelling is adopted substantially as used by the Government of Canada and taught in most Canadian schools, the precise authority being the Concise Oxford Dictionary, fourth edition, 1951.

Address all communications regarding change of address, non-delivery of Journal, etc., to the publication office, 1000 St. Antoine St., Montreal 3, Canada, giving old and new address. On all memberships, the expiry date will be printed on wrapper. This will constitute a receipt for subscription.

Membership dues of The Canadian Geographical Society, which include postpaid delivery of the Journal, are \$4.00 per year in any country, payable at par in Ottawa.

Member Audit Bureau of Circulations

Head office: 54 Park Ave., Ottawa 4
(Tel. 6-7493)

SPECIAL REPRESENTATIVES:

Ontario and Quebec: F. A. DALLYN

Quebec office: W. F. P. MacRAE,
1000 St. Antoine St., Montreal 3
(Tel. UN. 6-5285)

Ontario office: 21 King St. E., Toronto

Europe: S/L W. H. CORKILL, M. B. E.,
The Mead, West Dampton Lane, Ramsgate, Kent, England.

CONTENTS

JULY, 1955 + VOLUME LI + NUMBER 1

COVER SUBJECT:—*Keppoch Beach, southeast of
Charlottetown, Prince Edward
Island.*
G. M. Dallyn

	Page
CHARLOTTETOWN'S CENTENNIAL . . . by FRANK MacKINNON	238
CANADA'S AIR MAIL STORY by FRANK H. ELLIS	244
AKSUNAI by ERWIN C. MILLER	256
THE SASKATCHEWAN MUSEUM OF NATURAL HISTORY by R. G. YOUNG	264
EDITOR'S NOTE-BOOK	V
AMONGST THE NEW BOOKS	V
PICTURES OF THE PROVINCES—VIII . .	VI
THE TRAVEL CORNER	VIII

CONTENTS OF THIS JOURNAL ARE COPYRIGHT

AUTHORIZED AS SECOND CLASS MAIL, POST OFFICE DEPARTMENT, OTTAWA

PRINTED IN CANADA



Charlottetown's Centennial

by FRANK MacKINNON

CANADA'S "Cradle of Confederation" celebrates this year the one hundredth anniversary of its incorporation as a city. A round of events, starting with the cutting of an enormous birthday cake on New Year's Day, and continuing through conventions, dinners, pageants and other ceremonies, serves to remind citizens and visitors of history and heritage. Charlottetown is more than a hundred years old, of course, for it dates from the French regime and shares with other eastern ports the long drama of colonial and provincial life in the Maritime Provinces.

When the British took over in 1763, there had been a small French settlement called Fort LaJoie at the mouth of what is now Charlottetown Harbour. This place was abandoned in favour of a site at the head of the harbour where the land was dry, smooth, and sloping toward the south. It was named after Queen Charlotte, wife of George III, and selected as the capital of the colony by Captain Samuel Holland, the King's Surveyor. "As this side of the Island cannot have a fishery," wrote Holland, "it may probably be thought expedient to indulge it with some particular privilege."

The town was exceptionally well laid out. The streets were, and have since remained, straight and wide and each was named after

some member of the royal family or some official at the Colonial Office. There were 250 acres of building lots and 565 acres of common, so arranged that each family would have ample room to farm to provide itself with food in the days when there were no stores and little commerce.

The government of the colony was established in 1769 and the first Governor, Walter Patterson, arrived the following year. There was a lieutenant-governor, too, a supreme court, an executive Council, and a small civil service, and provision was made for the establishment of a legislature (which occurred in 1773)—all for a tiny colony of about 250 inhabitants. Thus from the beginning local politics was dominated by the process of fitting a large system of government into a very small area.





Charlottetown waterfront about 1800

Life was not easy for the town folk. The Governor had to build his own house; the first Chief Justice, John Duport, died of gout and starvation after four years of hardship; and officials were always discontented and in debt. Authorities in London felt the settlement should be self-supporting and supplied very little money for public works. Nothing could be purchased locally, and furniture, utensils, and supplies had to be brought out from England. There were no public buildings, no roads to other parts of the Island, and no funds to build them.

The first public building was probably the simple structure built by John Cambridge and rented to the government for thirty pounds a year for use as a court house on week days and an Episcopal Church on Sundays. The Cross Keys Tavern served as a popular meeting place and as a chamber for the first Legislative Assembly. Schools were held in private houses and children paid about a pound a course and provided a box of tallow candles and a cord of firewood apiece in return for instruction. A market house served as the first, and for many years the only, centre for commerce and there

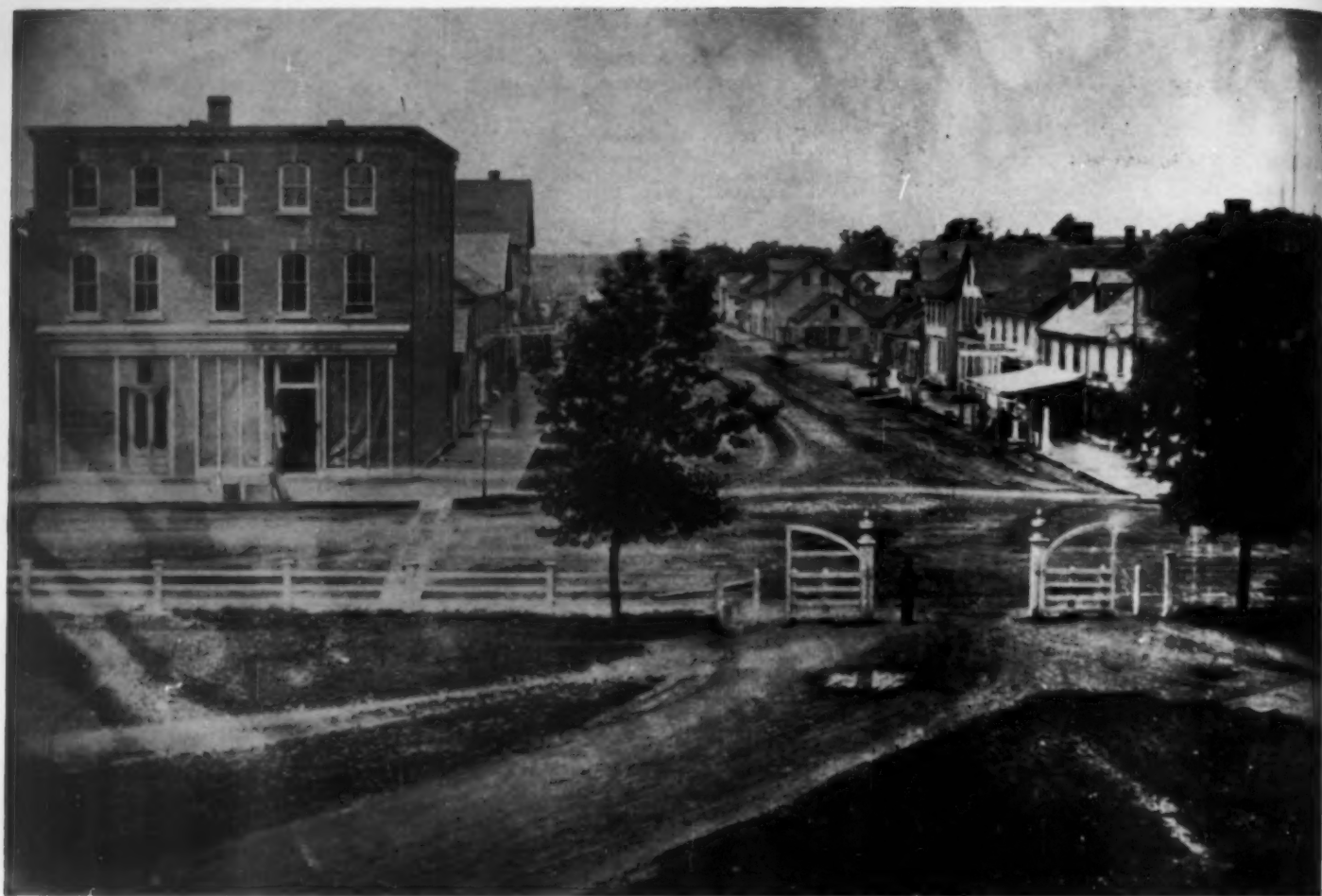
town folk bartered and nearby farmers sold their produce.

Early surveyors considered Charlottetown Harbour with its narrow entrance, three arms and background of rolling hills beautiful and easily defended. It was of limited use as a port, however, because it was not deep and a fleet could not manoeuvre in it because of numerous shoals. The only action of war in the area was a raid of American privateers who sacked the town in 1775, kidnapped the Administrator of the Government, and made off with much plunder including the Great Seal of the colony.

Charlottetown developed with the opening up of the rural parts of the colony and the rise of agriculture, fishing, and trade. As roads were built and coastal shipping expanded, business and social relations between town and country increased. Shops were opened and the market invited rural produce into the town. The town gradually became more urban in character as pasture lots gave way to building sites and its people became more dependent on rural settlers for their produce. Business grew still further when ports were opened for the export trade. After the turn of the century ships were built in Island ports, loaded with local produce, and sold, cargo and all, in many parts of the world. This expansion, which continued until the decline of the sailing ship era, was the main stimulus to the growth of the Capital as well as of the other towns on the Island.

Early politics centred around the activities of officials who came out from England and financial negotiations with the Colonial Office in London. There were the usual struggles associated with the development of colonial political institutions, particularly of the Legis-





lative Assembly. As the rights associated with representative government became more popular, the movement toward responsible government was accelerated. At length in 1851 control by the governor and his council of advisers gave way to the modern system of cabinet government. All this took eighty years, however, for it could only proceed at the pace of the economic and social development of the colony.

The affairs of the Island and its capital were affected during the first century by the land question, easily the biggest public issue in the history of the colony. The land had been divided into lots in 1767 and these were distributed to persons in England who had some claim on the favours of the Crown. Some of these absentee landlords took an interest in the development and settlement of their lots and a few sold land to their tenants. But the majority could or would do very little. Consequently most of the settlers in the colony did not own their land, but had to rent it and keep up their payments. As they improved their holdings and their families became established

they wished for the rights of freehold tenure. Land reform thus became a major public question and both the home and local governments, as well as the landlords and tenants, vainly sought a solution that would respect the rights of all parties. Elections were fought on the issue, and occasionally, as tempers flared, rioting broke out with consequent flouting of the law and intervention of the militia. The turmoil kept up, however, and the land question was not settled until after Confederation when the Government of Canada lent the Island enough money to buy out the proprietors.

Charlottetown's first newspaper was *The Royal Commercial Gazette and Intelligencer* published in 1787. It was followed by *The Royal Gazette and Miscellany of the Island of St. John* in 1791, *The Royal Herald* in 1800, *The Recorder* in 1811, and about twenty-five others in succession before Confederation. Some were dailies, some weeklies; some survived only a few years. Their number and short lives reflected the changing parties and opinions associated with the controversies of colonial politics, and they were vital instruments of

Queen Square at Great George Street, 1855, left, and the same view as it appears in 1955.



N.F.B.

colonial public opinion. They were the fore-runners of the City's modern papers *The Patriot* and *The Guardian* which were first published in 1864 and 1872 respectively.

By mid-century Charlottetown had become a busy town of wooden houses and stores heated by coal and wood fires and lighted, first by tallow candles, and later by gas. There were no sidewalks and the streets were dusty in summer, frequently snowbound in winter, and muddy in spring and fall. Law and order were maintained at first by the militia and later by town constables. Punishment for crime was stiff; the death sentence was occasionally carried out for robbery, and theft was punishable by lashes at a whipping post in market square or at the tail of a cart drawn through the streets. The town pump was a popular rendezvous where people would meet with their buckets and exchange their gossip. Another institution of the time was John Hatch the "town crier" who, before newspapers went to every home, did a thriving business walking to central parts of the town ringing his bell and pausing to cry "O Yes!

O Yes! Hear Ye!". Then would follow some announcements and advertisements and the final cry "God save the Queen" before he moved on to the next corner.

The social life of the people a century ago was active and varied. In summer there were fairs, picnics, and teas, accompanied on public holidays by military parades and manoeuvres and by torchlight processions and displays of fireworks. The records indicate that sailing in summer and skating in winter were far more popular then than they are today. Elaborate dances and "basket socials" were numerous and gay. Bazaars and suppers were held on a large scale. Press reports usually described them as "sumptuous repasts" of many courses and they were accompanied by sales and displays of fancy-work. Their great success is best indicated by the fact that the Wesleyan Methodist Church Bazaar of 1864 realized a profit of almost a thousand pounds, an achievement which would be difficult, if not impossible, to duplicate today. Lectures and debates were well attended—there were no radios or movies to compete with them—and in Temperance



An aerial view of modern Charlottetown.

N.F.B.

Hall or the Opera House itinerant preachers and lecturers spoke on religion and morals and prominent men participated in debating clubs which argued each week the controversial topics of the day.

Before 1855 the administration of the town depended largely on the colonial government which dealt with local improvements of any magnitude. The simpler tasks, such as clearing and lighting the streets and fighting fires, were the responsibilities of the citizens. Each householder had to clean and light the street lamp nearest his house and the streets were maintained by statute labour. Citizens were expected to keep fire buckets for emergencies, man the bucket brigade, and help pump the hand-operated engine when it came into use. Charities and social services were left to local organizations and individuals, although the Legislature rendered some small assistance by means of grants to those seeking help by petition.

In 1855 a group of prominent citizens requested the Legislature to designate Charlotte-

town a city and give it a municipal administration. Accordingly an incorporation act was passed and the first council was elected on 7th August with the usual powers provided. It took some years, however, before the new machinery began to work effectively. It was difficult to secure the services of competent people, for the trouble and expense of running elections for short terms of office and limited power and influence deterred most eminent citizens from entering municipal politics. Nor were early civic employers apparently drawn from the most respectable citizens. "There is scarcely one of them," said Mr. (later Mr. Justice) E. J. Hodgson of the police department, "that has not either been in gaol for beating his wife or suspended for drunkenness."

Nevertheless improvement came with experience, and with increased interest in municipal affairs. The fire department, for example, was enlarged after a serious fire destroyed more than two hundred buildings in 1866. The water and sewerage system was installed after the epidemic of smallpox of

CHARLOTTETOWN'S CENTENNIAL

1885. And as revenue from taxes and other sources increased other civic improvements were provided.

At the time of Charlottetown's incorporation one of the important public questions was the possibility of forming a union of the provinces of British North America. An important step in this direction was taken in 1864 when the three eastern provinces agreed to send delegates to Charlottetown to discuss Maritime union. The Canadian government was interested in a wider union and it secured permission to send observers.

The conference, which was held in the Council Chamber of the Colonial Building, produced three definite results. It became obvious that Maritime union was impractical. It was agreed that a larger scheme was feasible and that a second conference should be held in Quebec to discuss details. But the most important achievement of the Charlottetown conference was probably the exchange of good will and opinion among the delegates. The leading statesmen of the provinces had hitherto had little opportunity of getting to know one another, and both the formal discussions and the social activities at Charlottetown did much to facilitate the personal relationships so necessary for future negotiations. The conference was the starting point for the succession

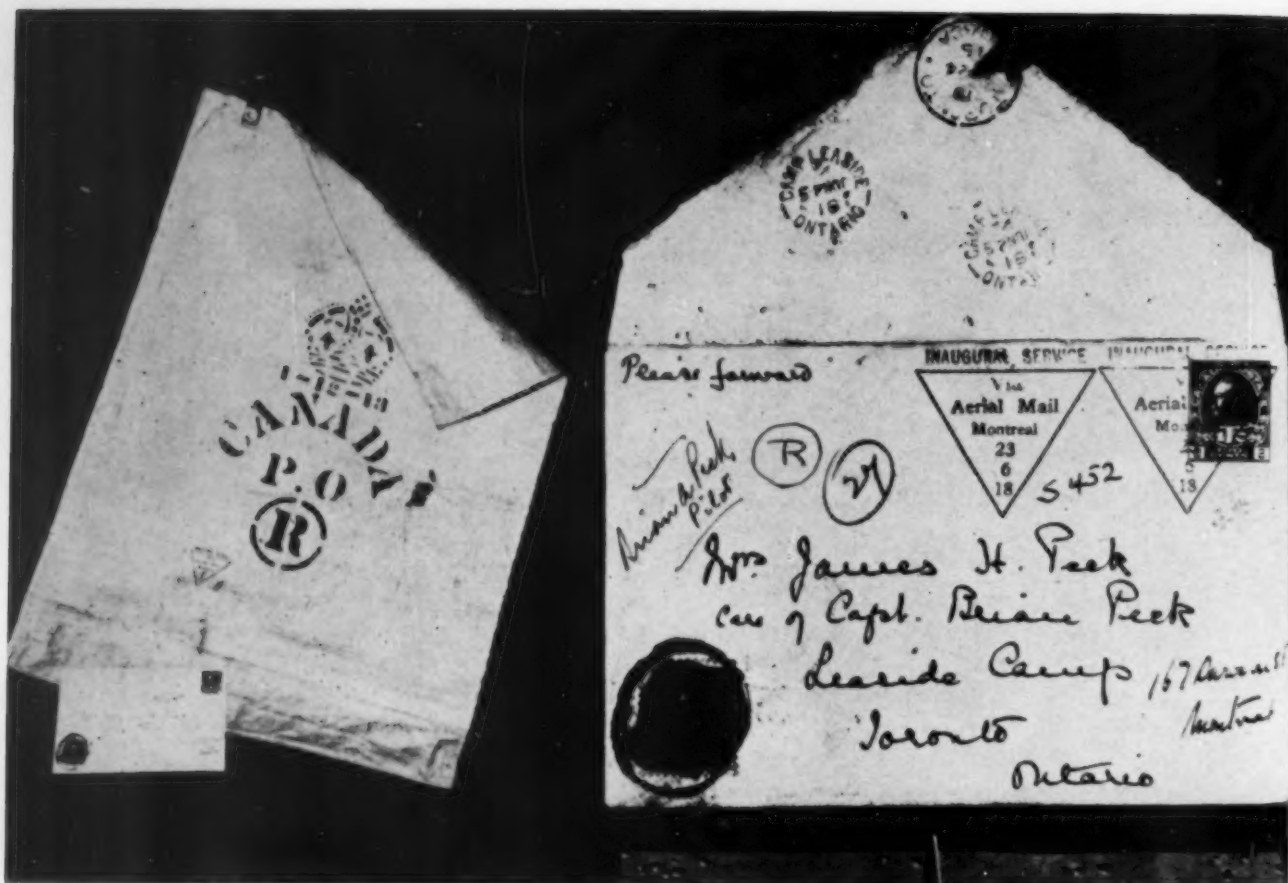
of events that ultimately led to union, hence the designation of Charlottetown as "The Cradle of Confederation".

The centennial of Charlottetown (and of any other city) is a reminder to its citizens that the city is not *their* city, the possession of a generation. Rather they are the heirs of history, inheriting the accumulated achievements of the pioneers, adding a little by their own efforts, and passing on the city and its traditions—enriched it is hoped—to the citizens of the future. Thus a centennial is not merely a celebration, but a recognition of the responsibilities of citizenship, a thanksgiving for past blessings, and a rededication for the years to come.

Other milestones are being recognized this year, such as centennials in Ottawa and London and the fiftieth anniversaries of the provinces of Alberta and Saskatchewan. They indicate that Canada, the young Dominion, is passing into maturity and that her history is growing longer and more important. The great challenges of a hundred years ago were to make responsible government work and to plan a national union. Today Canadians must seek earnestly to defend democracy and strengthen national unity and the extent to which they are successful will set the pattern for the century which lies ahead.



Government House, built in 1833-34, official residence of the Lieutenant-Governor. N.F.B.



The postal bag in which Canada's first air mail was carried, and one of the first flight envelopes it contained, signed by the pilot, Captain Brian A. Peck. Brian A. Peck

Canada's Air Mail Story

From 1918 to the outbreak of World War II

by FRANK H. ELLIS

ON JUNE 24, 1918 an event involving use of three simple words took place in Canada. The words, which since have become part of our everyday lives, symbolized a revolution in the handling of written communications. They were "By Air Mail".

The date stands high in Canadian air history because then, with the flight of Captain Brian A. Peck in a Royal Air Force Curtiss biplane from Montreal to Leaside, Toronto, mail was carried by air for the first time in the Dominion. From that small beginning thirty-seven years ago a vast network of air routes has grown, till today air mail is delivered to almost every sizable community in the country.

Peck's flight with mail was a spur-of-the-minute affair. It was the idea of Mr. G. Lighthall and Mr. E. Greenwood, members of the Montreal Branch of the Aerial League of the British Empire. When they learned that Peck, who had flown to Montreal to encourage recruiting, was returning to Toronto on June 23rd, they acted. Permission was obtained from R.A.F. Headquarters to have mail flown, and the postal authorities also agreed. A rubber stamp cachet was made, and each piece of mail bore its imprint. The date shown on this cachet was June 23, 1918; but the flight was delayed till the 24th due to bad flying weather.

When Peck left Montreal's Bois Franc Polo Grounds, his passenger was a Corporal Mathers, who held the mail sack containing 120 letters on his lap, while sitting on a case of "Old Mull" whisky which a friend had asked Peck to carry back for use at a wedding. Quebec was "wet" at the time, Ontario very "dry".

The journey to Toronto was routine; but the heavy Curtiss aircraft had great difficulty in rising from the polo grounds, as it was much overloaded. The airmen left Montreal at 10.30 a.m. and, after a refuelling stop at Kingston, reached Toronto at 4.55 p.m. The mail pouch was taken to the General Post Office by auto, then the letters were delivered in the usual way. In stamp catalogues today, each envelope is priced at \$200.

Canada just managed to have her first air mail flight made by one of her own citizens. Only fifteen days later an American civilian, Miss Katherine Stinson, flew the first mail in Western Canada. At the close of her exhibition at Calgary her next contract to fly was at Edmonton, and she decided to go by air instead of shipping her aircraft as then was usual. Perhaps news of Peck's flight had reached the west; whatever the reason, plans were made for her to take along a batch of mail. Her trip between the two Alberta cities was an epic event, as she was the first woman ever to fly mail in the Dominion—perhaps the only one, for I have no information to the contrary. When she left the Calgary Exhibition Grounds, the mail-bag Postmaster King handed to her contained 259 letters, each imprinted in violet by a cachet which read: "Aeroplane Mail Service, July 9th, 1918, Calgary-Alberta". The daring young woman received a great ovation at Edmonton after her 175-mile flight. It had begun at 1.30 p.m. and ended at 8.00 p.m., as a lengthy delay had been caused by a

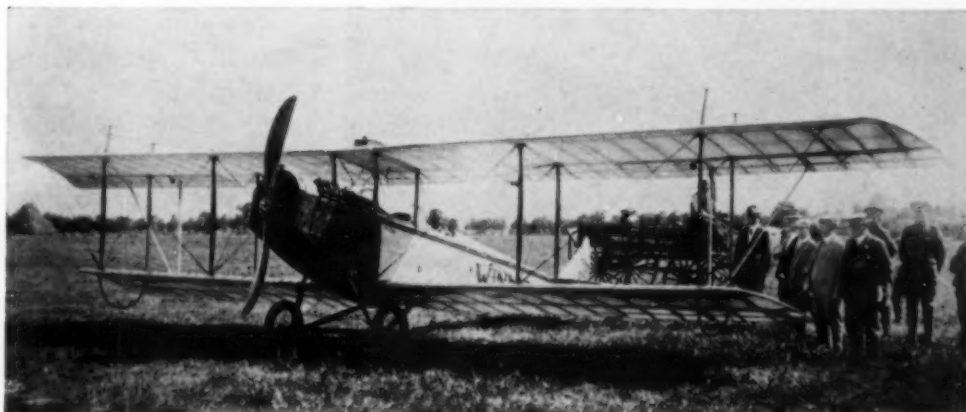


Captain Brian A. Peck, R.A.F., whose trip from Montreal to Toronto, on June 24, 1918, inaugurated the first air mail flight in Canada. Brian A. Peck



Pilot Katherine Stinson delivers the mail sack to Postmaster Armstrong, after her flight from Calgary to Edmonton, July 9, 1918, after accomplishing the second air mail flight in Canada, and the first in the west.

The Royal Air Force Curtiss biplane piloted by Lieut. A. Dunstan, at Ottawa, preparing for the return air mail flight to Toronto, August 27, 1918. An interested spectator in straw hat on extreme right is W. L. Mackenzie King.





One of the letters carried on the first international air mail flight from Canada to the United States, flown by Boeing and Hubbard on the Vancouver-Seattle hop, March 3, 1919.

W. E. Boeing

forced landing at the small town of Beddington owing to engine-trouble. An envelope carried on that flight is valued at \$200. Only a few survived, and they long since have passed into collectors' hands.



Following Katherine's achievement, the R.A.F. made three additional air mail flights, all between Toronto and Ottawa. On August 15, 1918 Lieutenant T. Longman flew to the nation's capital in a Curtiss biplane and returned to Toronto two days later, having carried mail both ways. On August 26 Lieutenant A. Dunstan made the same trip and came back the following day. The last of such ventures in 1918 was Lieutenant H. Burton's return flight from Toronto to Ottawa on September 4. All three flights were sponsored by the Aero Club of Canada, which was allowed to issue special stickers valued at 25 cents each for affixing to every piece of mail flown. A total of 3,000 letters was carried. According to their rarity, today they are worth from \$75 to \$125 apiece.

On the next major air mail flight, early in 1919, letters were carried between Canada and the United States for the first time. Pilot Eddie Hubbard, flying a C-3 Boeing seaplane, with Mr. W. E. Boeing aboard as passenger left the waters of Vancouver's harbour, setting a course through the First Narrows and south for Seattle. They set off on their 125-mile journey at 2.30 p.m. on March 3, after receiving from Postmaster R. G. Macpherson a bag of mail containing 60 letters. Although a refuelling

Participants in the first international air mail flight between Canada and the United States. Mr. W. E. Boeing (right), and pilot Eddie Hubbard, just before leaving Vancouver, B.C., for Seattle, Washington, March 3, 1919.

W. E. Boeing



Captain Ernest Hoy receives a grand shake epic flight over the Canadian Pacific Vancouver bridge, August 7, 1919.



...ives a grandshake, before taking off on his
Indian Boat Vancouver to Calgary, via Leth-
Ernest Hoy



The first international air mail route between Canada and the United States went into full scale operation on October 15, 1920, and the above envelope was one of the first to be flown over the new route.
G. Cameron

stop at Edmonds, Washington, delayed them, they reached Seattle three hours later. There the mail was handed over to Postmaster Battle for local delivery. The price of a single specimen of those letters is now \$75.

Eddie Hubbard became the first pilot to carry letters regularly on a North American route when he began flying between Seattle, Washington, and Victoria, B.C., on October 15, 1920. He lost his life in an air accident on the same route, after having logged on it the amazing total of 350,000 miles.

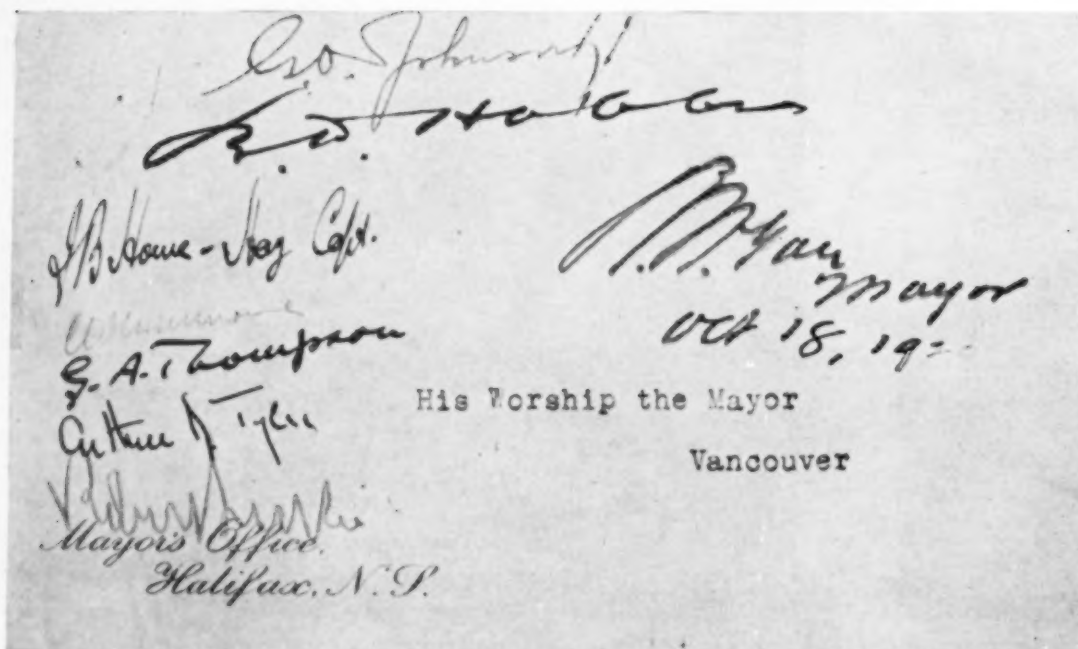
In 1919 the first load of air mail started out across the Atlantic from Newfoundland, then independent of Canada. The date was May 18 and pilot Harry Hawker and his navigator, Lieutenant-Commander K. Mackenzie-Grieve, were attempting to fly non-stop across the ocean. Their endeavour ended half way across—and in it. They were rescued by the crew of the Danish ship, *Mary*. The mail that they carried (twenty-five letters in all) was saved and duly found its way to its addressees. Each envelope is worth \$500 today.

On the same day on which that exploit began two Canadian airmen, members of the Victoria Branch of the Aerial League of B.C., took off from their home airfield for Seattle. In a Curtiss biplane, *Pathfinder*, Robert Rideout and H. Brown left Victoria at 11.00 a.m. and,

flying by way of Whidbey Island, reached the Washington city at 5.50 p.m. after a delay at Coupeville because of poor weather conditions. Just a few letters were carried. One was addressed to the Mayor of Seattle, inviting him to attend the May Day celebration at Victoria. The airmen flew back to Victoria on the 19th with still less mail. None of the letters bore any special identifying marks. Very few, recognized as souvenirs of these flights, are known to be in existence today.

An important air mail flight in the same year was made by pilot Ernest C. Hoy. A member of the Vancouver Branch of the Aerial League, he was the one whose name was drawn from a hat for the honour of attempting the first crossing of the Canadian Rockies by air.

In a good "old" Curtiss JN-4 biplane he set off from Vancouver at 4.13 a.m. on August 7, 1919 on an adventure-packed flight to Lethbridge via the Crows Nest Pass. With him he had several bundles of the Vancouver *Daily World*, together with a batch of 45 letters, all officially franked. Stops were made at Vernon, Grand Forks and Cranbrook, B.C. At Lethbridge he waited just long enough to refuel the machine, then was off again for Calgary. He arrived there after dusk at 8.55 p.m. With the aid of many automobile lights, switched on by



Signed by all the airmen who assisted it on its flight across Canada, and by Vancouver's Mayor R. H. Gale to whom it was addressed, this historical envelope is one of two now known to exist from the first trans-Canada flight made in 1920.

drivers on hand to witness his arrival, he made a successful landing. The elapsed time from the coast was 16 hours and 42 minutes—12 hours and 34 minutes of which were spent in the air. The letters flown on that trip now bring a high price, \$250 apiece, to be exact.

On August 16 two airmen of the Victoria Branch of the Aerial League made the first city-to-city air mail flight on Vancouver Island. They, too, flew a Curtiss, *Pathfinder II*. They were James Gray and Gordon Cameron. With them went a bag of 90 letters. As there were no special markings on them, few of the envelopes survived. Those in existence are worth \$75 each.

On August 25-26 something like 4,000 letters were flown to New York and back to Toronto by contestants in the first International Air

Race. Special stickers priced at one dollar were affixed to each letter. So many were flown that the present prices for single copies are not high, varying from \$3 to \$15 according to their rarity.

On September 24, 1919 an interesting air mail flight took place in the Maritimes. Pilots Laurie Stevens and L. L. Barnhill hopped off from Truro, N.S., and flew across the wide stretch of Northumberland Strait to Charlottetown, P.E.I. In their jointly owned Curtiss biplane, which was wheel-equipped, it was a dangerous undertaking. Two hundred letters were carried, marked "Via Aeroplane" or "Via Aerial Post". On the 29th the men returned, bringing only 30 letters with them. Outbound covers now are priced at \$150 each, inbound ones at \$200. The total value of those envelopes amounts to

The immense Handley-Page aircraft which flew from Parrsboro, N.S., to New York, October 9, 1919, with twelve persons aboard, and a small bag of mail.





The Vickers Viking aircraft owned by the Laurentide Air Services, which was used on many of their early air mail and passenger flights, shown in the air over the Rouyn gold mine area in 1924. Irenée Vachon

\$36,000 today, but ironically the two pilots possess not even a single one between them.

The final air mail flight of 1919 took place between Parrsboro, N.S., and New York. A four-engined Handley-Page biplane had been shipped from England to Newfoundland for an attempt to fly across the Atlantic. When Alcock and Brown completed their historic flight in June, the plan was abandoned by the H-P's crew; they decided to make a non-stop flight from Newfoundland to New York instead. The huge aircraft cracked up while making a forced landing at Parrsboro. Several months elapsed before it could be repaired. The crew took off again on October 9, this time safely to reach Long Island, New York. Some letters were carried; but, as they had only

regulation cancellations, few were preserved. They are worth \$100 apiece today.

The first successful air mail flight in 1920 took place on May 28 between Toronto and Hamilton. It was organized in connection with a Grand Army of Canada Carnival. The pilot was Arthur K. Colley. He was accompanied by a mechanic named Landigan. Private stickers costing one dollar were affixed to each of the thirty-five letters flown.

A particularly fine achievement this same year was the little publicized trans-Canada air mail flight made by men and aircraft of the Canadian Air Force. (The "Royal" prefix was not added until 1923.) After much organizing, the undertaking commenced at Halifax, N.S., on October 7. Before the final machine landed

The Aerial Survey Company's ski-equipped Martinsyde biplane, at Battle Harbour, Labrador, during a 1921 "first flight" air mail trip from St. John's, Newfoundland, to Cartwright. This machine was the first aircraft to fly in Newfoundland and Labrador.

H. Bennett





Pilot H. A. "Doc" Oaks (right) just before taking off on his inaugural air mail flight to the Red Lake goldfields, June 27, 1926.

H. A. Oaks

at Vancouver on October 17, approximately 3,265 air miles had been flown in stages by six aircraft and numerous crewmen. The actual flying time was almost 45 hours. A set of envelopes with the letters they contained, addressed to Mayor R. H. Gale of Vancouver, is kept in that city's archives.

Newfoundland entered the air mail picture in 1921, when Pilot Cotton of the Aerial Survey Company flew from St. John's to St. Anthony on February 26 in a Martinsyde biplane. He made other air mail flights in the next few years. One from St. John's to Fogo Island began on March 10, 1921 and was completed on the 28th. Cotton also made the first air mail flight to Labrador. Delayed en route by damage to the aircraft, he did not reach Cartwright in Labrador until May 16, 1923, although he had set out from St. John's on February 8. However, he made up for it on May 17, when he flew all the way back to St. John's the same day. Very few of the letters flown on pioneer flights in Newfoundland have survived.

The flying of air mail did not progress beyond the experimental stage until 1924. To Lauren-

tide Air Service of Quebec goes complete credit for establishing the first regular air mail routes over Canadian territory. W. R. Maxwell made the first flight on September 11, 1924, establishing service to several mining camps from a headquarters at Haileybury. Special stickers were sold by the firm for the letters.

In 1925 Northern Air Services, under pilot-manager B. W. Broatch, began flying in the same area. Their first flight took place on June 27. Before the year's end thousands of pounds of letters and parcels had been flown by the two companies, and the number of passengers carried had increased greatly.

By 1926 Laurentide Air Service had discontinued operations, but in Quebec and Northern Ontario two new flying firms then entered the field. On March 6, 1926, the J. V. Elliot Air Service began flying into the Red Lake mining area. On June 27 Patricia Airways and Exploration, Limited, made their first flight with mail in a Curtiss Lark from their main base at Sioux Lookout, Ontario.

Western Canada Airways came into existence in 1926, organized under the able management of H. A. "Doc" Oaks. As the business grew and more aircraft were acquired, their flying branched out to almost every place in Canada where planes were flown. Even so, they still flew without direct government financial aid or contract until 1928. Selling their own stickers, W.C.A. greatly extended air mail service throughout Canada. They deserve much credit. Finally the government realized that air mail had come to stay, and inaugurated a number of flights between Rimouski, Quebec, Montreal and Ottawa, connecting with outgoing and incoming ocean liners. The tests continued from September 9 to November 11, 1927. They proved so successful in speeding up deliveries of mail that arrangements were made for regular air mail flights. The first contract to carry air mail over this route was given to Canadian Transcontinental Airways in 1928. These flights continued for many years.

Four other companies were awarded full government contracts to fly the mail in 1927. One of these was Yukon Airway and Exploration, Limited, the first commercial company to operate in the Yukon. On November 11 pilot



The Vickers Vanessa seaplane, first aircraft put into service by the Canadian Government for the pick-up of mail from incoming liners at Rimouski, P.Q.

YUKONIA HOTEL

J. A. SEGGBERS, PROP.
DAWSON, Y. T.



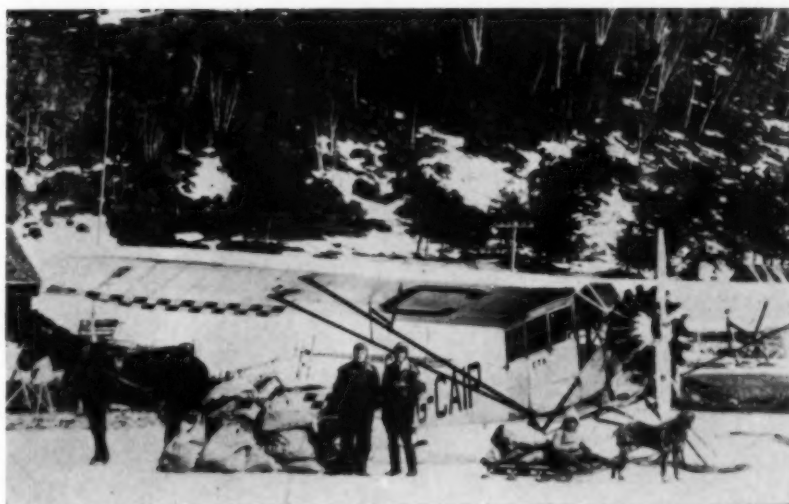
AIR MAIL—Care of YUKON AIRWAYS & EXPLORATION CO., LTD., WHITE HORSE

*B. Trevor-Bulkley Esq.
Suite 1
475 Bute
Vancouver
B.C.*

One of the first flight covers flown in the Yukon, from Dawson to Whitehorse, November 16, 1927. Mrs. E. Cruickshank

Pilot Romeo Vachon (left center) with mail and machine, at Murray Bay, P.Q. just before the start of the first air mail deliveries along the north shore of the St. Lawrence, Christmas Day, 1927. Romeo Vachon

The Queen of the Yukon at Mayo. Piloted by Andy Cruickshank, this aircraft carried the first air mail in the Territory, and was the first commercial machine to operate on winter schedules in that rugged area.





The R.C.A.F. Fairchild seaplane, which Squadron Leader Earl Godfrey flew from Ottawa to Vancouver, September 5-8, 1928, with a quantity of mail aboard.

R.C.A.F.



First air mail reaches Aklavik, N.W.T. Left to right: Pilot Glyn-Roberts, Bishop Geddes and Colonel Hale of Aklavik, and Pilot W. R. 'Wop' May.

W. R. 'Wop' May



The start of the prairie air mail routes, operated by Western Canada Airways during 1930-31-32. Here Pilot Con Farrell receives the mail from Edmonton's postmaster, before taking off from Edmonton for Regina, March 30, 1930.

Andy Cruickshank carried their first load of mail on the Ryan monoplane, *Queen of the Yukon*, from Whitehorse to Mayo. Mail was dropped at Dawson en route.

The third company to receive a contract was London Air Transport, Limited, which operated a Waco biplane between Leamington and Pelee Island, Ontario. Their first air mail flight was made on November 30. F. I. Banghart was pilot.

The fourth contract was for the carriage of mail along the northern shore of the St. Lawrence to many almost isolated communities. Canadian Transcontinental Airways received this job. Pilot Romeo Vachon made the initial flight from Murray Bay in a ski-equipped Fairchild monoplane on Christmas Day. Many of the mail-bags were dropped by parachute on that flight. It was the first time mail had been delivered by such a method in Canada.

Another winter mail delivery was that by pilot J. Cooper of the same company, who brought joy to the residents of the Magdalen Islands in the Gulf of St. Lawrence when he arrived there on January 11, 1928 with rarely received mid-winter mail.

The R.C.A.F. made a special contribution towards popularizing air mail in 1928, when Squadron Leader Earl Godfrey and Sergeant Major M. Graham flew a Fairchild monoplane from Ottawa to Vancouver in easy stages. Commencing September 5, they completed their journey on the 8th. Approximately 550 letters were flown, each duly imprinted with a suitable cachet. Each one of these is now valued at about \$25.

From this period onward many flying companies began to carry mail between Canadian points and to and from the United States. The story must be condensed here to record only outstanding events.

An international service, the first in Eastern Canada, was inaugurated between Montreal and Albany, N.Y., on October 1, 1928. Canadian Colonial Airways operated it. By the end of the year they had flown 30,660 pounds of mail.

The most advertised flight of 1929 was conducted by Commercial Airways Limited, when

CANADA'S AIR MAIL STORY

full scale air mail under government contract went into the far north for the first time. Twenty-six distinct cachet designs were used on the envelopes, destined for various points between Fort McMurray and Aklavik. So much publicity was given the project that some four tons of mail, consisting of 120,000 letters, were on hand by the time of the flight on December 10. W. R. "Wop" May and I. Glyn-Roberts were the pilots who flew the northern part of the trip, taking in the bags in relays. By the time the entire project had been completed back to Fort McMurray, 6,000 air miles had been flown. Yet a single cover is valued at only 50 cents today.

In 1930 regular 24-hour air mail service was established by Western Canada Airways between the key cities of the three prairie provinces. It continued until 1932, when the depression obliged the government to reduce spending and the service was dropped.

Although air mail continued to be carried on many routes, service was much curtailed during the first part of the "hungry thirties". As the years passed and business improved, it was built up again.

In 1933 an outstanding flight was made by Captain Frank Hawks, an American airman, under the sponsorship of the Texas (Oil) Company. He made a magnificent trip across Canada from Vancouver, B.C., to Quebec with a brief stop at Kingston, Ontario, on August 25-26. With him he carried a few letters cancelled by the Vancouver postal authorities. It was the first time that mail had been flown directly across Canada from west to east.

The year 1937 saw a marked advance when mail began to go by air from southern points direct to the Yukon. United Air Transport, Limited, organized by Grant McConachie, received a contract for the work. The first flight was made from Edmonton to Whitehorse via Fort St. John and Fort Nelson, B.C., and Watson Lake, Y.T., on July 7. The airline

Top to bottom:—

One of the first covers flown south from Aklavik, signed by 'Wop' May. It arrived there December 30, 1929 from Edmonton.

One of the covers carried by pilot Frank Hawks on his splendid flight across Canada, from Vancouver to Quebec, August 25-26, 1933.

One of the original letters carried on the inaugural flight from Vancouver to Whitehorse and back, and signed by the pilot, G. W. G. McConachie.



First official air mail carried from Canada to Ireland was flown on June 24, 1939, from Shediac to Foynes, but the regular Atlantic service of all official air mail did not begin until July 5-6, 1939.



The first official and regular daily air mail flights across Canada went into effect when Trans-Canada Air Lines inaugurated the service on March 1, 1939. At left are the Toronto-Edmonton-Toronto covers, signed by all the pilots who flew them. At right are the Montreal-Vancouver-Montreal covers, on the same flight, signed by all the pilots who flew them.

merged with Ginger Coote Airways of Vancouver in 1938, and under the new company name of Yukon Southern Air Transport, Limited, extended mail and passenger flights between Vancouver and the Yukon direct. The inaugural flight of two aircraft, carrying mail only, left Vancouver for the north on August 4.

In the meantime the Canadian government was working on the establishment of a nationally owned air service. As a result, Trans-Canada Air Lines, came into existence by Act of Parliament on April 10, 1937. It was capitalized at \$5,000,000.

It was a tremendous undertaking, involving construction of many airfields across the country and the employment of large numbers of people as flying and ground personnel. The airline began to function the same year, but not until March 1, 1939 was regular, daily trans-continental air mail service established. Passenger flights from Montreal to Vancouver commenced one month later. T.C.A. is responsible for most of the fast air mail service across Canada today.

Strictly speaking, Atlantic air mail flights were not of Canadian origin. Incoming and

The Imperial Airways huge flying boat, Caledonia, arrives at Botwood, Newfoundland, July 6, 1939, to complete her trans-Atlantic flight with the initial load of regular air mail in her hold.



The complete set of Canadian regular air mail stamps.

Dates of issue were:

1. Sept. 21, 1928.
2. Dec. 4, 1930.
3. June 1, 1935.
4. June 15, 1938.
5. April 1, 1943.
6. Sept. 16, 1946.



outgoing flights commenced together on July 5-6, 1939. A Pan-American Airways aeroplane, *Clipper III*, took off from Botwood, Newfoundland—its departure coinciding with that of a Short flying-boat of Imperial Airways, the *Caledonia*, from Foynes, Ireland. The two huge aircraft passed each other somewhere in mid-Atlantic on the 1,990-mile air crossing. The *Clipper III*, assisted by tail winds, went over in 12 hours and 40 minutes; the *Caledonia*, bucking them, took 15 hours and 9 minutes.

Then came the war. Trans-Atlantic flights by civilian aircraft were continued for a time, but finally were obliged to cease until hostilities were over.

Though air mail service suffered somewhat during those trying years, it never stopped on the main routes and larger feeder lines in Canada. Swift delivery of written communications has benefited the individual and undoubtedly has contributed much towards the progress of the nation. Letters which once took days or months to reach their destinations now arrive in hours or days.

The final happy outcome for Canadians is that every piece of domestic first-class mail weighing eight ounces or less is carried by air if delivery can thus be expedited. Letters are flown from coast to coast at the standard first-class postage rate.

Aksunai*

by ERWIN C. MILLER

Photographs by the Author

LAST WINTER I spent a month traveling with Dr. Anthony Paddon by bush pilot's plane and dog team in the Labrador. Dr. Paddon is the Medical Officer in charge of the Grenfell Mission's North West River Hospital Station in Labrador and he was making his yearly winter medical inspection trip into Indian and Eskimo country. We examined and treated over two hundred patients covering nearly every conceivable illness from measles to an appendicial abscess in a young Eskimo girl caused by swallowing porcupine quills. Many cases were very unusual and a few had rare pathological conditions.

The winter was an unusually severe one on the Labrador Coast and we were caught in the air and on our dog teams journeys in some of the worst storms the coast has experienced in many years. We were compelled to make an emergency landing on the ice to 'sit out' an arctic blizzard while flying Eskimo and Indian patients from the North West River Hospital to Davis Inlet. I froze one foot, my face, and three fingers when I fell through the ice trout fishing on the Naskapi River with a group of Naskapi Indians. I developed a case of sun blindness during a dog team trip from Hebron to Nutak when I let one of my dog team drivers use my own snow goggles because his "slit glasses" had been lost off our komatik (sled).

*The Eskimo greeting, meaning approximately "Be strong, will you not?"



Fortunately I had an extra pair but they were in my duffle bag on another komatik far ahead of us. Then, I lost my ten-dog team and

An Eskimo patient being taken on a komatik to the waiting plane for flight to a Grenfell hospital.



In the Naskapi winter encampment across the river from the Grenfell hospital at North West River.



komatik at sea on an ice pan while one of the Eskimo drivers was sealing at the edge of the ice eight miles from shore. This was a serious catastrophe in that north country. But aside from several other episodes demonstrating the hazards the people of the northern coast experience in their daily lives, such as children and adults being mutilated and even killed by the dogs, one of my worst personal experiences was during a storm at Mugford Tickle when I was attacked by our twenty-two sled dogs late one night.

I flew from Boston to Montreal and joined Dr. Anthony Paddon there for the flight to Goose Bay on March 1st. A snowmobile took us on a massaging cross country ride to the North West River Hospital late that night and I spent several days there examining the facilities of the hospital and studying the work of the Mission's Indian and Eskimo Boarding School, the Craft Centre, the Hudson's Bay Post, and other facilities.

The Naskapis, one of the last nomadic tribes of Indians on the North American Continent, usually have a winter encampment across the river from the Grenfell Hospital and I spent many interesting and instructive hours visiting their 'village', being entertained in their tents

*West of England corruption of "live here" applied to resident white fishermen of the outer coast.

and hearing about their unusual mode of life. The chief and his people were very friendly and offered me warm hospitality. The Oblate Fathers are the spiritual advisers of the Naskapis and Father Pierson, the Oblate Priest at this settlement was most courteous and exceedingly kind in answering my many questions concerning the various aspects of life in his unusual parish. The Oblates are doing a splendid service among these fine people.

We soon caught up with the examination and treatment of the many Eskimo, Indian, and "liveyre"* patients who had accumulated during Dr. Paddon's few days away from the community. Then Nurse Jean Smith, Sheila Paddon (Tony's wife who had been a Grenfell Nurse out from England a few years ago) and



A Naskapi winter dwelling.



I collected and packed the medical boxes, dehydrated foods, records, duffle bags, and other arctic equipment in preparation for our journey nearly seven hundred miles north into Eskimo country to examine and treat those people of the northern coast who had now been without a doctor's care for many months.

Our bush pilot's Norseman plane equipped with skis made a beautiful run and ascent from the ice at North West River on a clear but cold early morning on March 8th. We had loaded all our medical and personal gear the night before and Nurse Jean Smith helped us load four Eskimo and Indian patients just discharged from the Hospital whom we were flying to Davis Inlet and Nutak. These passengers were very unemotional during our flight and showed no apparent signs of fear or anxiety even when we made our landings and take-offs or when we hit the many up and down currents always encountered in flying mountainous terrain.

When we were between Hopedale and Davis Inlet we flew into a terrific arctic blizzard with nearly zero visibility and we were forced to make an emergency landing on the ice of an inland body of water to 'sit out' the storm. Our pilot, Tom Watt, a veteran Royal Air Force and later United States Air Force Bomber Pilot in World War II, demonstrated

An Eskimo at Nain with a snowy owl.

The pause for a mug-up at noon during a dog team trip at Mugford Tickle.



profound flying judgment throughout our flight north and was one of the best and most cautious pilots I have ever flown with.

When the storm had abated sufficiently, we continued our flight to Davis Inlet, landed our two Naskapi Indian patients and flew on to Nain* where we spent the next five days treating ill Eskimos in that Eskimo metropolis of nearly three hundred people and four hundred dogs.

Dr. Paddon and I lived with the Reverend William Peacock at the Moravian Mission while at Nain. The Peacocks had been over from England nearly nineteen years and were returning in the summer to their home.

Nain was tremendously interesting and while there I had the opportunity to learn about the Eskimos' way of life, their religion, their social and cultural accomplishments, their superstitions, folklore, love of music, etc. Some of the Eskimo women made my sealskin mushing mittens, square flipper boots, duffles, leggings, and several other articles of arctic clothing which were to be of tremendous help in protecting me from the gales, snow, and extreme cold.

The northern lights were particularly brilliant at Nain and I will never forget the fantasy of colour and form of these auroral displays.

I attended several Moravian Mission services in Eskimo and heard the Eskimo elders of the

*See "Village With a Mission — Nain" by Adelaide Leitch, March 1950.

Eskimo mother and child at Nutak.



The snowhouse built by our Eskimo drivers near Nutak. Six people could sleep in it.

259





The four drivers who handled our two dog teams on the journey south from Hebron.

church read their psalms and prayers and the choirs sing their Eskimo hymns. They are a very religious people and profoundly sincere in their Christian way of life.

It required three tries on three successive days to make the flight from Nain to Nutak over the formidable 4,000-foot Kiglopeat Mountains. We flew to within sixteen miles of Nutak on our first trial, ran into a storm which Tom Watt was unable to go above, under, or around, and had to return to Nain. The following day we flew to within two miles of the ice strip at Nutak when we encountered another arctic gale, and again were forced to return, to be welcomed back to the Peacocks's home with a delicious arctic meal of pemmican. The third try for Nutak was successful and we discharged our two Eskimo patients there and flew north to Hebron which is the northernmost Eskimo village on the Labrador coast.

The Rev. and Mrs. Fred Grubb, the Moravian Missionaries at Hebron put us up in their 160-foot-long Mission house built in 1881 of lumber brought over from the Black Forest of Germany. It was extremely cold at Hebron and several Eskimo dwellings were completely covered with snow but we were consoled when we listened to a radio report from a meteorological and weather research station on the Greenland Ice Cap telling of a wind velocity of a hundred miles an hour and a temperature

reading of nearly 70° below zero, broadcast from men who were living in tents.

Hebron had a population of nearly two hundred Eskimos and few adult whites. My wife had given me many rubber balloons and several small plastic toys to take north and I gave most of them to the children of this area. The Eskimo children were greatly excited in blowing up the balloons and trying to balance the sausage-shaped ones on their noses, fingers, and toes.

We completed our medical work at Hebron and repacked our gear. Our journey south was to be by dog team instead of by plane. Tony and I each had an eighteen-foot komatik, two drivers who could not speak any English, and a team, his of fourteen dogs, mine of ten. We also had five puppies who accompanied our teams, unharnessed, in training.

Our first day 'mushing south' was on a beautiful cold clear day. My cameras were working well and I took many feet of coloured movie film of dog team action as well as still pictures. "Mug-up" at noon with hot tea, English biscuits and chocolate bars was quite delightful. We covered nearly forty miles this first day and early in the evening arrived at a seal hunter's cabin at Green Cove where we spent our first night out from Hebron. After an evening meal of dehydrated onions and potatoes, pemmican, hot tea, biscuits and canned

One of the teams on the ice at Sharks Gut, where the party was marooned for five days.



honey, we crawled into our sleeping bags under a canopy of seal skins, polar bear skins, arctic hare and white fox pelts, and pieces of bear and caribou meat hanging from the beams.

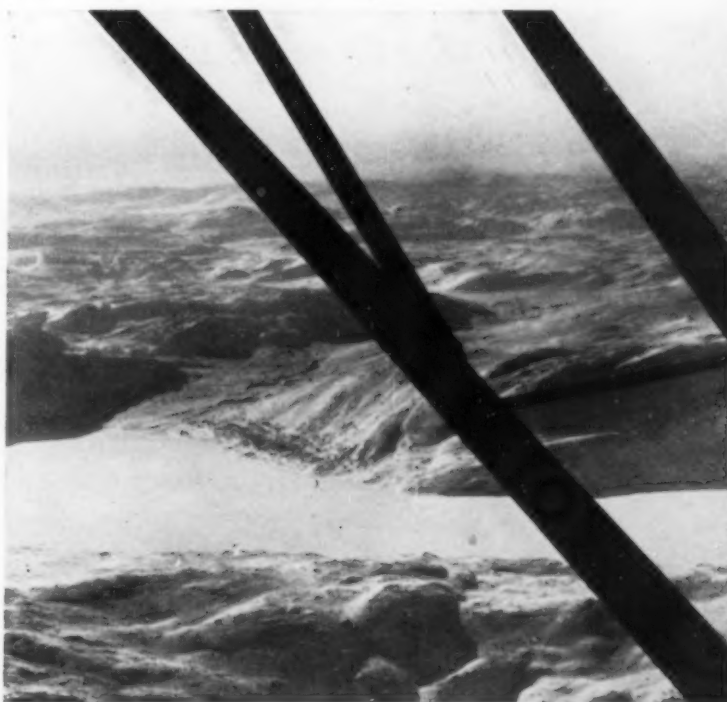
We awakened very early the next morning, harnessed our dogs and mushed south again with clear skies and little wind. Shortly after 'mug-up' the sky became quite overcast and by mid-afternoon a terrific arctic gale descended upon us from the northeast. Within a few minutes the storm was so violent that we could barely see our dog teams from the *komatiks*. The Eskimo drivers started for shore to try and find a suitable place to construct a snow house. The building of a snow house turned out to be an impossibility because of the high winds and inability to find suitable snow for igloo building, but after an hour or two of searching we found an abandoned seal hunter's shack at Sharks Gut—near Mugford Tickle—which was to be our retreat for the next five days. We entered this shack with snow nearly up to the sills and left it completely covered.

The five day period of being marooned here was a realistic nightmare. We ran out of fuel and food and had to subsist on raw seal meat from a baby seal found in a nearby cache. The shack was on stilts with openings between the floor boards and the freezing blasts of the gale rushed through these spaces making sleep nearly impossible. We merely huddled together and

waited for the storm to subside. I have never been so uncomfortable in all my life. I had on three pair of heavy woollen socks, a pair of "duffles", my seal skin boots, three suits of heavy woollen underwear, two heavy flannel shirts, my down-filled parka, and zipped myself into a down type of sleeping robe—and lay awake shivering all night long.

The dogs dug themselves under the snow and remained in their own snow houses unless one of us ventured outside into the gale, when they would all surround us in anticipation of some sort of meal. These dogs had not been fed for five days and they ravenously ate excreta, as they were accustomed to do in the Eskimo

An aerial view of the country between Nain and Nutak.



settlements, where they ran loose at all times. When I went outside alone one night, armed with a pronged fork, some twenty dogs closed in and then began to jump at me. One of the Eskimos heard my calls for help as I tried to fend them off and came to the rescue with a komatik chain. We inched our way back to the shack and other than torn parka and trousers I was fortunate in receiving no injury.

The storm abated somewhat on the fifth day so we harnessed our unfed dogs and continued our trek south to Nutak. The severe storm had created a profound hazard as far as dog team travelling was concerned and our progress over sea and across mountain ranges was slow and painful. Any kind of shelter was welcome to us and our drivers built a snow house at Nutak where hot food, shelter from the wind, freedom from dog attack and opportunity for really sleeping were indeed welcome.

My team of ten dogs and my komatik were lost at sea on an ice pan while out sealing at the edge of the ice at Nutak and this serious loss of transportation plus the almost impossible condition of the snow covering the ice and mountains in the Kiglopeat Mountain region just south of Nutak resulted in a decision not to continue our trip to Nain by dog team but to have our Norseman with Tom Watt pick us up at Nutak and fly us back to North West River.

We loaded our gear and several Eskimo patients who urgently needed medical and surgical care into Tom's plane and made a rather rugged flight south. North West River was a welcome sight and a hot tub and a change after a month of life in the open up north was certainly not difficult to accept.

I spent two days at Tony Paddon's home resting up and trying to thaw out. Together we reviewed the Medical Log of our trip into Indian and Eskimo country and catalogued the various types of diseases seen in the little communities along the far northern Labrador coastline. Tuberculosis of every conceivable type was the principal disease diagnosed and treated. The Eskimo is especially vulnerable to this specific infection and nearly 25 per cent of our patients suffered from some form of tubercular pathology. The second most prevalent condi-

tion was oral pathology and we must have extracted nearly a pint of teeth from the mouths of both young and old individuals who showed profound dental caries and who had many other kinds of oral area disease.

Many Eskimos had ocular abnormalities and Dr. Paddon fitted glasses for at least twenty or thirty pairs of eyes. Several score types of fitted lenses were taken with us on this trip so that we could leave the correct pair of glasses at the time of the examination, otherwise it might require many months for glasses to be sent north from the Grenfell Hospital at North West River. Besides these two chief conditions we diagnosed and treated many cases of skin infections, chronic non-tubercular pulmonary pathology, old unset fractures, many injuries of an occupational nature, badly healed cases due to dog bites, gallbladder disease, snow blindness, sequelae of frozen feet, hands, and face, gynaecological pathology from untreated child birth pathology, varicose ulcers, and scores of other miscellaneous diseases.

Several women had to have broken needles removed from their wrists; the needles had broken off while sewing the tough seal and caribou skins used in making boots and clothing.

A very unusual condition known in the north as "seal finger", which was found mostly in women, was given treatment but this is a very difficult disease entity to heal up and causes a chronic suppurative and a very disagreeable type of pathology affecting the joints of the fingers. The etiology is not definitely known but apparently has some relationship to working with various types of sealskin.

"Social diseases" were fortunately quite uncommon and we found very few cases of asthma, peptic ulcer, ulcerative colitis, migraine, hypertension, and other manifestations of diseases of the so-called autonomic nervous system which are so common among our own population because of our modern way of living under world tensions. There was very little coronary disease, generalized or local arteriosclerosis, psychoneurosis, and insanity. The Eskimo is a very phlegmatic individual with fewer of the problems of life than we are plagued with.

There is very much less cancer, blood dyscrasia, and arthritis. Rheumatic fever is a very rare disease among these people. Tuberculosis, acute pulmonary infections, measles, and whooping cough are the big "killers" and in fact the diseases of childhood sometimes kill all the children born in a community within a single year.

Influenza is especially virulent among the Eskimos and northern nomadic Indians and whole villages were practically wiped out by this disease during the epidemics of 1918 and 1922. Hebron lost 124 people in November of 1918 and 135 from November 1918 to January of 1919, leaving only about 20 Eskimos alive in this most northerly community on the Labrador coast. The records of the Moravian Mission in

the Okak area just south of Hebron showed a mortality of approximately 300 from influenza out of a population of about 350 Eskimos during that same period of time.

The Eskimo is physiologically old at 45 and very few live beyond the age of 60. The old and infirm are now well cared for by their people.

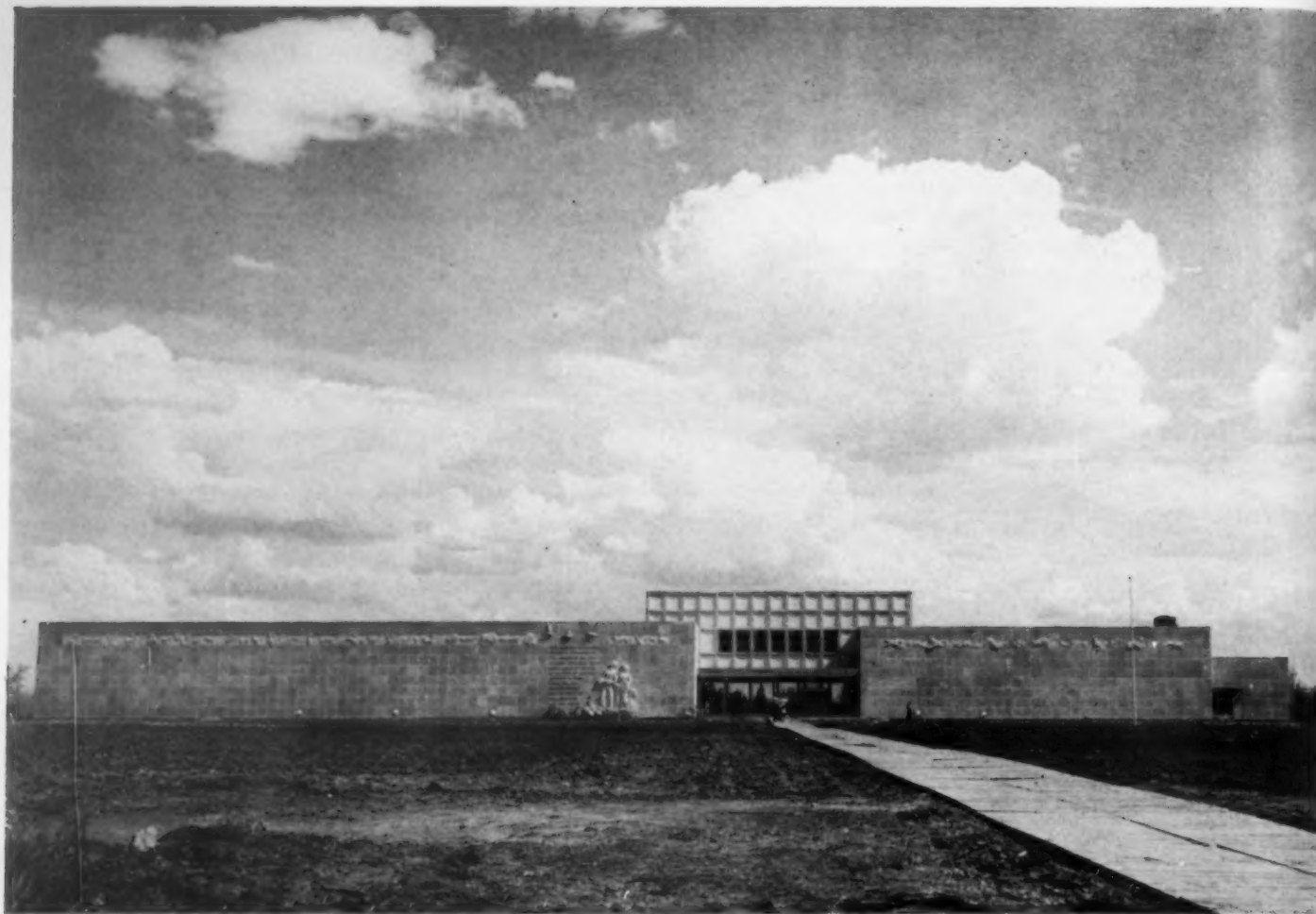
The Moravian Missionary brethren have done a wonderful job in raising the health standards of the Eskimos as well as a magnificent piece of work from a moral and spiritual point of view.

My arctic adventure seems but a dream to me now—perhaps with an occasional nightmare—but I will never forget the highlights of this mission, which, I hope, was adequately accomplished.

Aksunai.

Eskimo patients being flown to their home in Nutak after receiving treatment at the Grenfell hospital at North West River.





The front entrance of the museum building. On the left is the inscription. A frieze runs along the top.

The Saskatchewan Museum of Natural History

by R. G. YOUNG

Saskatchewan Government photographs

THE SASKATCHEWAN Museum of Natural History is a monument to the pioneers of the province. It was raised to honour those far-sighted men and women whose determination laid the foundation upon which rests the present and future well-being of the province. The building was opened on 16 May, 1955 by His Excellency, the Right Honourable Vincent Massey, Governor General of Canada.

Layout of the Museum Building

Although not the largest of its kind, it is one of the most modern and certainly one of the most striking museums of natural history on the North American continent. Located diag-

onally across a park at the corner of College and Albert Streets in Regina, it appears in profile as a long, rather low edifice, with two wings adjoined to a higher centre section. The latter contains the lobby and museum offices. In one wing is an auditorium with a seating capacity of over 400. The other wing houses the galleries. The whole building is faced with blue Tyndall stone cut into two-foot squares.

Apart from its general design, three features command the attention of the visitor as he approaches the museum from the street. On one side of the glass entrance is a legend twenty feet in height, carved in relief on the Tyndall stone, with the following words:

THE SASKATCHEWAN MUSEUM OF NATURAL HISTORY

THIS MUSEUM OF NATURAL
HISTORY IS DEDICATED TO
THE HONOUR OF ALL THE
PIONEERS WHO CAME FROM
MANY LANDS TO SETTLE
IN THIS PART OF CANADA.

A TRIBUTE TO THEIR
VISION, TOIL AND
COURAGE WHICH
GAVE SO MUCH TO
SASKATCHEWAN
AND THIS NATION.

As each letter is eight inches high, the whole inscription can be read with ease from the street 200 feet away. On the right is the tall figure of a pioneer farmer who, with his wife and child, is watching a flock of geese in flight.

On the outside near the top of the walls is a sculptured frieze which is said to be the longest in the world. This fine piece of work is twenty-eight inches high and runs around three sides of the building, a length of 457 feet. It contains more than 300 figures of mammals, birds, and fish, most of them indigenous to Saskatchewan.

The third unusual feature of the building is the absence of windows in the two wings. Direct sunlight has a deteriorating effect on the mounted wildlife exhibits, and more dramatic illumination can be given by controlled artificial lighting. The whole building is ventilated by an elaborate air-conditioning system.

Running across the top of the glass entrance is a planter filled with a variety of shrubs and small evergreens. The walls inside the lobby are finished in Italian marble. In the centre of the terrazzo floor is an attractive design of interlocking red circles which extend across the rotunda.

The wing containing the exhibits is constructed on the split-level principle, thus reducing the number of stairs to be negotiated by the public. This also has the advantage of making the galleries, which contain 101 exhibit cases, more readily accessible. The lower level of the display area is divided lengthwise into two sections, each having two galleries off a central hall. This floor has seventy-seven cases in all. The galleries are further divided into bays composed of four cases, two at the back and two at the sides. The displays in each

bay are related, a logical and space-saving arrangement which permits the visitor to grasp the visual story offered by each group of displays, with a minimum of steps. Two of the galleries are devoted to zoology, one to geology, and the remaining one to archaeology.

Purpose in Arrangement of the Cases

The cases in these galleries vary in width from three to ten feet. They are all five and a half feet high but are quite shallow, having a depth of only two feet. Some of the bays are devoted to the ecological relationships of one group of animals to another. Other bays portray the geological history of the earth, while the rest show how the aboriginal folk of Saskatchewan lived prior to the advent of Euro-Canadian civilization. Considerable use is made of art work, models, maps and sketches to present these stories. More will be said about these exhibits later on in this article.

The upper floor of the display area contains an entirely different type of exhibit. Housed here are the so-called habitat cases, in which the animals are displayed in their natural environments. The floor is divided into two galleries, each containing twelve cases. In both galleries there are two rows of exhibits, five in a row, which gives the effect of a quadrangle in the centre of the gallery. Eleven of the cases are fourteen feet wide, eight feet high and eight feet deep. The other nine are twelve and a half feet wide with the same depth and height. Around the outside of these cases is a corridor sufficient in width to give the visitor ample viewing distance to appreciate the panorama presented by each exhibit. The subdued light-

His Excellency, The Right Honourable Vincent Massey, Governor General of Canada, addresses the gathering at the opening of the museum.





Bison as they appear in part of the frieze. It is twenty-eight inches high and said to be the longest of its kind.

ing in the corridor is set into the ceiling, which eliminates reflection from the glass panels on the front of the exhibits. At both ends of the gallery there is a larger habitat case twenty feet across, ten feet deep and ten feet high. These are designed to show large mammals, such as the bison and the moose, in their native habitats.

Set into the central wall separating the two galleries on the upper floor are seats for those who wish to study the cases in detail. At the northeast end of the whole wing there is a large

rest area comfortably furnished with chairs and chesterfields. This is adjacent to an exit which, like the entrance to the building, is glassed in from the ceiling to the floor.

The other wing houses the auditorium, behind which is a small conference and study room. Certainly the most arresting feature of the auditorium is the perpendicularly waved effect of the side walls. Lights hidden behind these waves provide subdued and restful illumination. As the auditorium is designed solely for lectures and film showings, intensity

The rotunda of the museum. Its walls are finished in Italian marble.



This is a general view of the rotunda.





Another section of the frieze, showing elk. More than 300 figures of mammals fish and birds appear in the frieze.

of the light from the ceiling fixtures can be controlled to facilitate the taking of notes. The spacing between the rows of seats is greater than normal to add to the comfort of the audience and each row is staggered, relative to the one in front, in order to permit a better view of the stage.

There are two other things deserving of mention which add to the general attractiveness of the museum. At points in both the upper and lower floors in the display area, amplifiers provide salon music on occasions

during the day. At night after the museum is closed the whole facade of the building is illuminated by flood-lights set on the ground. The shadows caused by this lighting on the stone facing, the frieze and the dedicatory legend give a most dramatic effect.

When planning this institution, the director and architect visited several museums elsewhere on the continent to study designs, floor plans and programs. As a result of these studies, many features were incorporated into Saskatchewan's Museum of Natural History

View of hallway containing habitat cases.



Auditorium of the museum, designed for lectures and film showings.





which enhance its value as a cultural and educational centre in the community. Reference has been made to the functional nature of the floor plan which helps provide an orderly and meaningful arrangement of the exhibits. It remains now to elaborate upon the major programs with which the museum is concerned.

The Museum Program

Broadly speaking, museum programs can be divided into three main categories: (i) the acquisition and display of exhibits, (ii) education and (iii) research. The museum will devote its attention to the first two of these activities for the time being. The immediate objective is to encourage a greater understanding of the intrinsic values of the province's natural resources, particularly wildlife. In this respect it might be mentioned that the museum in the past few years has commanded a surprisingly high level of public interest averaging, as it has, between 25,000 and 30,000 visitors annually. This is all the more remarkable when it is remembered that, prior to 1955, the

Exhibit cases are arranged for an effect of naturalness. The heron display.





The handsome whooping crane against a background depicting its natural environment.

museum was tucked away in the cramped confines of the basement of one of Regina's public buildings. That the attendance under such conditions was so high is a credit to the inventive genius of the present director and his staff, who were able to present exhibits of a quality that more than offset the uninviting surroundings. In its new location and with its expanded programs, annual attendance records should be more than doubled.

With the move to new quarters, the museum staff is faced with the problem of redesigning many of the exhibits. This will take several years. Several of the habitat cases in the upper galleries, for example, were built while the museum was in its former, less spacious location, and these were simply dismantled and transplanted to the new building. Later it is planned that they will be enlarged to a new standard size of fourteen feet in width, ten feet in depth and ten feet in height.

These exhibit cases depict wildlife in its natural environment. Each consists of a painted





A mule deer in one of the habitat cases is displayed against a painted background representing the Sand Hills area of southwest Saskatchewan.

background on a curved surface and a foreground with mounted specimens so arranged as to blend into the backdrop, which in most of the cases is based on actual scenes in Saskatchewan. The areas chosen vary geographically from the Cypress Hills in the southwestern corner of the province, to the Reindeer Lake region 600 miles away in the northeastern part of the province. Thus every visitor from the province can see at least one realistic scene reminiscent of his home area.

In this group of twenty-four cases, there are two which are not designed primarily to illustrate the habitats of various forms of wildlife. These are fondly referred to by the museum staff as "fantasy cases" and they have been included for the benefit of small children who visit the museum. One case contains a number of mounted young animals and birds grouped around the foot of a tree upon which "the wise old owl" is perched. Groups of young children examining this exhibit, under the guidance of the museum extension officer, are told the "story" which the owl is supposed to

be telling to the young animals. The exhibit was inspired by Walt Disney's film *Bambi* and permission was kindly given to the museum by Mr. Disney to reproduce that particular scene for educational purposes.

The other case depicts a forest scene and includes a wide variety of birds and mammals. It portrays graphically the food chains that become established among animals co-existing in a common area.

Most of the work of preparing these cases was done by the museum staff. This includes the design, the carpentry, the papier mâché and plaster casts, the acquisition and preparation of the specimens and, of course, the art work. The nature of this accomplishment becomes apparent when it is realized that until very recently the total permanent preparatory staff numbered three.

To ensure repeated visits, the museum plans to add continually to its acquisitions in order that all displays, including the habitat groups, will be changed from time to time. When the museum was in its former quarters there was



By taking advantage of the museum's facilities the visitor obtains a clearer understanding of provincial game laws. The antelope display.

little possibility of preparing new exhibits, other than the habitat groups. With a new building in sight, the museum staff has been actively engaged during the past two years in procuring new specimens for cases provided in the galleries on the lower level of the display area.

The general arrangement of the exhibits in the zoology, archaeology and geology galleries is such that the visitor, in going through each, can form some conception of what is covered by the field which the gallery represents. The exhibits in each bay are related to those in the bays preceding and following it. The geology gallery, for example, is not simply a repository of the rocks and minerals found in Saskatchewan. Its exhibits are so arranged as to give the visitor some idea of how such specimens are formed and where they are found. Thus the first bays in the gallery present by means of art work, models and maps the geologic history of the earth and the dynamic forces which shaped it, period by period. As work progresses, models will be on display in these cases presenting the

various faunal forms that were known to have existed during the various stages of the earth's history. Other cases will show by the same graphic method some of the effects that the glaciation of the Pleistocene era has had on Canada, particularly in Saskatchewan. The paleontological section of this gallery has on display only those fossil invertebrates and vertebrates found in Saskatchewan. These cases explain what fossils are and how they are used to relate the rocks in which they are found to the geologic time scale.

A similar graphic approach is followed in the bays covering the field of archaeology. The purpose of the exhibits is to summarize in general fashion what is known of the early inhabitants of Saskatchewan. Maps are employed to show the probable routes of migration of these aboriginal folk into Canada. Along with the artifacts on display are sketches and other illustrative materials to show how these tools were used. Other cases show the types of plant and animal foods upon which these people subsisted.

Saskatchewan is well endowed with sites of archaeological interest. The existence of several middens is known to the museum staff and one, near Mortlach, was excavated during the summer of 1954. This particular site is on the lower slopes of a former glacial spillway. Nearby are several piles of bison bones, with which are associated flints, pottery, and other artifacts. The carbon 14 method was applied to bones taken from the nine-foot level and the age of the culture at that level was established at approximately 3,400 years. The lower reaches of the site therefore date back to between 1000 and 1500 B.C. Widespread interest was displayed in this site, with the result that the museum plans to set up one case reproducing the excavation to show how such field research is carried on.

The zoology section of this floor fills two galleries. The specimens on display are all native to Saskatchewan. In the main the exhibits are given over to mammals and birds, although indigenous species of other classes of life such as the fishes, reptiles and amphibians

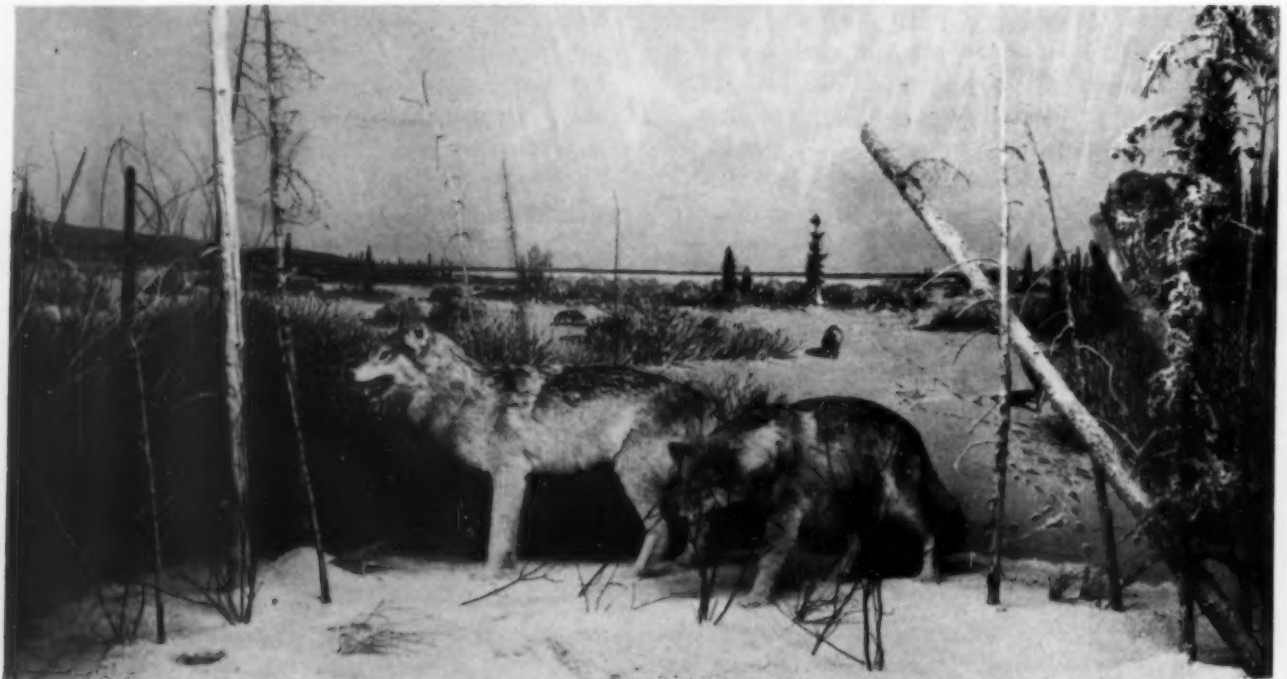
are represented. There is also quite a large collection of insects.

Besides displaying representative native fauna, the exhibits show a variety of habitats in which such animals live, with general information on the effects of various environmental controls on their total numbers. These, related to the management programs currently in effect, provide the viewer with a clearer understanding of the why and wherefore of Saskatchewan's fish and game laws.

Education for All

The other major function of the museum is its extension or informational program. The museum is one of three divisions under the Conservation Branch of the Saskatchewan Department of Natural Resources. The whole branch is responsible for a program designed to acquaint the public with the need of conserving the fish, wildlife and timber resources of the province. A need emphasized by the fact that in recent years there has been a tremendous increase in angling and hunting;

The ecological principles governing the populations of timber wolves, shown here, and other animals will be explained to visiting school children.





Most of the specimens displayed in the zoological section are indigenous to the province. The sand-hill crane is shown here.

the number of hunting licenses issued having increased tenfold in the last fifteen years. One in every eight persons held a hunting license in 1954.

This increasing pressure on the fish and game animal populations has necessitated more comprehensive research for effective management, and widespread education of the public to win informed acceptance of the laws and regulations based on the results of biological research.

The extension program of Saskatchewan's Museum of Natural History will be sharply accelerated this fall to meet public demand for information on wildlife of the province. Plans are now being made under which every school class in Regina and in many of the rural areas outside the city will be invited to spend at least one morning or afternoon in the museum. During the visit to the building, each class will be taken on a guided tour of the exhibits and will receive talks from museum personnel explaining the nature, purpose and significance of the exhibits. The talks will be

graded to the educational level of each visiting class and the lecturer, using the exhibits for illustration, will endeavour to impart to the children some information on the basic ecological principles governing animal populations. Printed matter on the various fields of natural history will also be given to the students to take home. In addition the children will spend an hour or so in the auditorium viewing films on conservation, with commentaries relating the main themes of the films to Saskatchewan. Similar guided tours and lectures will also be given to adult groups.

Another project which will be embarked upon at a later date is the children's workshop. In the basement of the museum a room has been set aside for this purpose. It is furnished with storage cupboards for working specimens, with a large work bench around the three walls. The children will be taught the rudiments of taxidermy. They will also be instructed in how to make papier mâché models and will be given the opportunity to sketch the animals in the habitat cases. This program, which will

A special exhibit for children. The "Bambi" case, inspired by the Walt Disney film.

take place in the workshop on Saturday mornings, includes talks about the life habits of the animals they are studying.

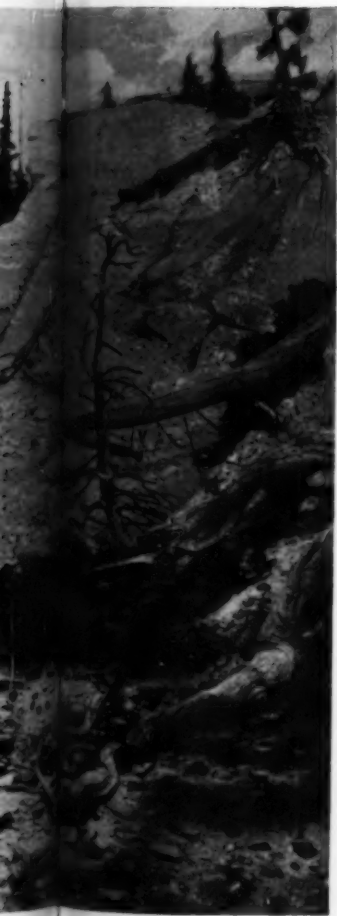
Progress in Teaching Conservation

Three years ago an excellent fifteen-minute documentary colour film on the life of the pelicans of Last Mountain Lake was produced by the museum's director. This film received many favourable comments and won an international award. At the present time a documentary film on the bird life of Wascana marsh on the outskirts of Regina is being produced.

Plans are also in effect for the production of sets of slides illustrating the phases of the museum's activities in the field of natural history. These slides will be sent out to the Department of Natural Resources' field staff in order that they may give illustrated talks about the museum in the communities within their respective districts.

One obstacle with which many museums in





North America have to contend is the fact that people in communities situated more than a hundred miles away get little if any opportunity to take advantage of the facilities offered by such institutions.

To meet this situation, the museum has evolved two schemes to bring some of its exhibits to those communities too far from Regina for their residents to make periodic visits to the museum. One of these will go into effect in the fall. About a year ago, the museum manufactured and distributed to the schools in Regina and environs a set of seventeen portable display cases containing small mammals and birds. Each case was accompanied by a printed explanation for use by the teacher. It was a great success, enthusiastically received by thousands of children. This year, the number will be increased to make them available for distribution to the department's conservation officers who will tour their districts, giving lectures, both to adult and school groups.

The other scheme to which some thought has

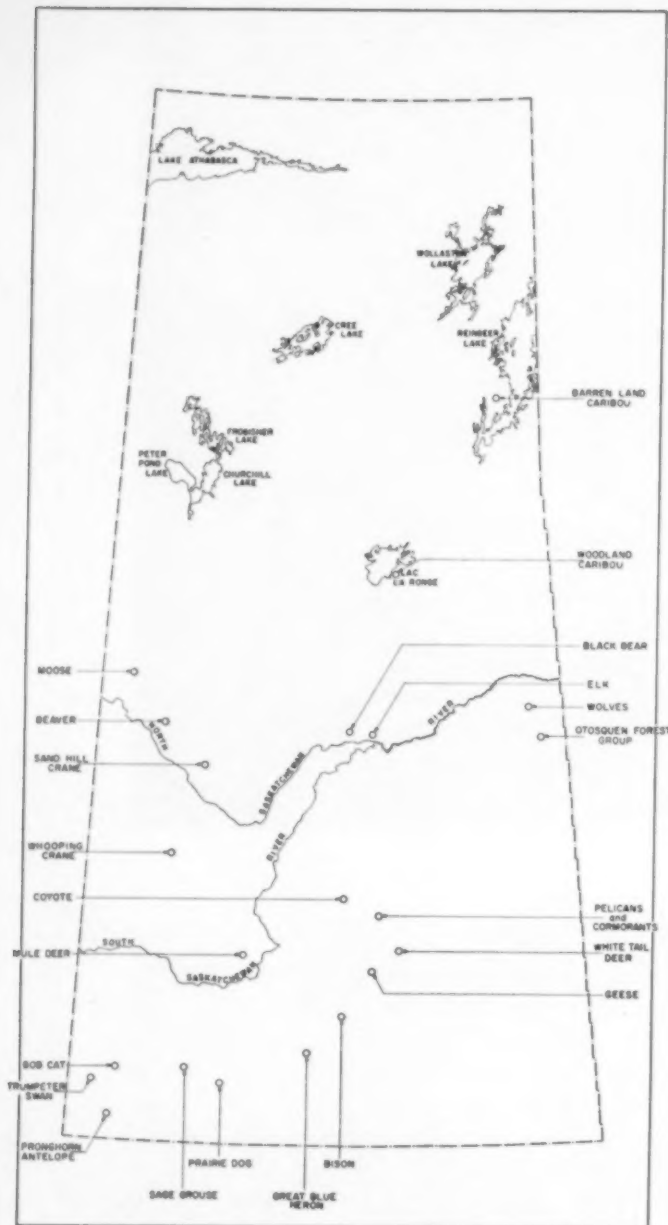
One of the many habitat cases to be seen in the museum is that showing the bob-cat.

Map showing the areas of Saskatchewan upon which the habitat cases are based.

been given is a museum on wheels. With such a device it would be possible to take representative exhibits from the museum on a planned lecture tour of the rural areas of the province during the summer months. This mobile museum would include projection equipment to give showings to children in the schools during the day and to adults in the community halls in the evenings.

As has been stressed, Saskatchewan's Museum of Natural History is primarily concerned with fostering a greater realization of the need for the conservation of the province's fish and wildlife resources. It is striving to achieve this by creating a deeper appreciation of the aesthetic and practical values of this heritage through its exhibits and through its extension program.

In the field of resources management there is a growing recognition of the fact that this wealth cannot be safeguarded solely by enforcement and by legislation based on the findings of research. Such legislation is only truly effective when it is understood and appreciated by every citizen. Stimulating individual responsibility towards natural resources is perhaps the greatest problem confronting those responsible for managing these resources today. The people of Saskatchewan and their thousands of visitors are copartners with Saskatchewan's conservation authorities in preserving the province's natural resources. To the Saskatchewan Museum of Natural History falls the task of carrying out an important part of this program.



EDITOR'S NOTE-BOOK

Dr. Frank MacKinnon (*Charlotte-town's Centennial*) is principal of Prince of Wales College at Charlottetown. Though a busy man, he finds time to write an occasional article. His rich store of knowledge about local history is evident in this one.

* * *

Frank H. Ellis (*Canada's Air Mail Story*) is an authority on the pioneer days of aviation and has written books on the subject. He commenced his long career in aviation by building an aeroplane and teaching himself to fly. In 1914 he made his first solo flight. After serving in the First World War he entered the commercial aviation business. For many years he has lived in Vancouver.

* * *

Dr. Erwin C. Miller (*Aksunai*) has been a director of the International Grenfell Association for some years. He had always been interested in the work done by the Grenfell Mission in Newfoundland and Labrador, so when he received an invitation from the Mission's superintendent to visit some of the nursing stations and hospitals in northern Labrador, he quickly accepted it. The article describes his experiences while travelling and studying medical conditions there. Dr. Miller's home is in Worcester, Massachusetts.

* * *

Roy G. Young (*The Saskatchewan Museum of Natural History*) is Director of Conservation in Saskatchewan's Department of Natural Resources. He has been with that department for about five years. Since one of the main purposes of the museum is to acquaint the public with the necessity of conserving the province's natural resources, Mr. Young takes a keen interest in the institution and its management. He is a geographer and graduated from the University of Toronto.

AMONGST THE NEW BOOKS

Anna and the Indians
by Nan Shipley

(Ryerson, Toronto, \$3.75)

From 1895 to 1934, some forty years, Anna Gaudin nursed and cared for the Indians of Central Manitoba at Nelson House, Cross Lake, and Norway House. Here is the record of

long years devoted to an ideal, and showing the work of the missions at its best. When first she and her husband went in, they travelled by canoe and it was many years before any other means of transportation but the canoe and the dog sled was available.

The book is well written, telling a story of uncomplaining self-sacrifice and heroism that is almost unrivalled. When her beloved Crees learned of her death, they said: "There was never one like her, and there will never be another who thought of herself only when there was no one else to think about."

DOUGLAS LEECHMAN.

The Boundaries of Canada, its Provinces and Territories

by Norman L. Nicholson

(Canada, Department of Mines and Technical Surveys, Geographical Branch, Memoir 2)

(Queen's Printer, Ottawa, 75 cents)

This useful little monograph, the author explains, is not intended to be compendious; it emphasizes Canada's provincial and territorial boundaries rather than the international ones, and does not claim to "present a full statement of events" even with respect to the provincial ones. The aim, rather, is to give examples to aid "in understanding the pattern of evolution of those boundaries and in determining the relationship between this evolution and modern geographical principles". The historian, at least, will regret that the book is so small, and that the author did not elaborate his valuable pioneer work on provincial boundaries in more detail. What he does give us in this field is excellent. The sections on the international boundary could actually have been spared; they are brief and inevitably far from thorough. The omission of them would not only have given Dr. Nicholson more room for his main topic but would have eliminated some difficult problems of organization which he has not entirely succeeded in overcoming. This reviewer could even have done without his "classification" of the boundaries of Canada—which to him smacks a little of jargon—in favour of having a few more hard facts. Dr. Nicholson has made an important contribution in a rather neglected field, and it is to be hoped that some day he will expand this limited study into a complete account of Canadian provincial and territorial boundaries. The book is well documented. The maps are valuable, but a bit cramped and difficult to read. There is an unfortunate accidental transposition in the legend of Figure 18 ("The evolution of the boundaries of Keewatin").

C. P. STACEY.

(Continued on page X)

GEOGRAPHICAL ASPECTS OF OUR PROVINCES



- Useful in home or office
- Helpful aid to students



Set of 10 attractive booklets boxed for mailing — 320 pages in all, with 450 illustrations, 13 maps, historical sketches and notes on places of interest.



Price to members \$3.00 per set postpaid
Non-members \$3.50 per set

Order direct from:

The Canadian Geographical Society

54 Park Ave.

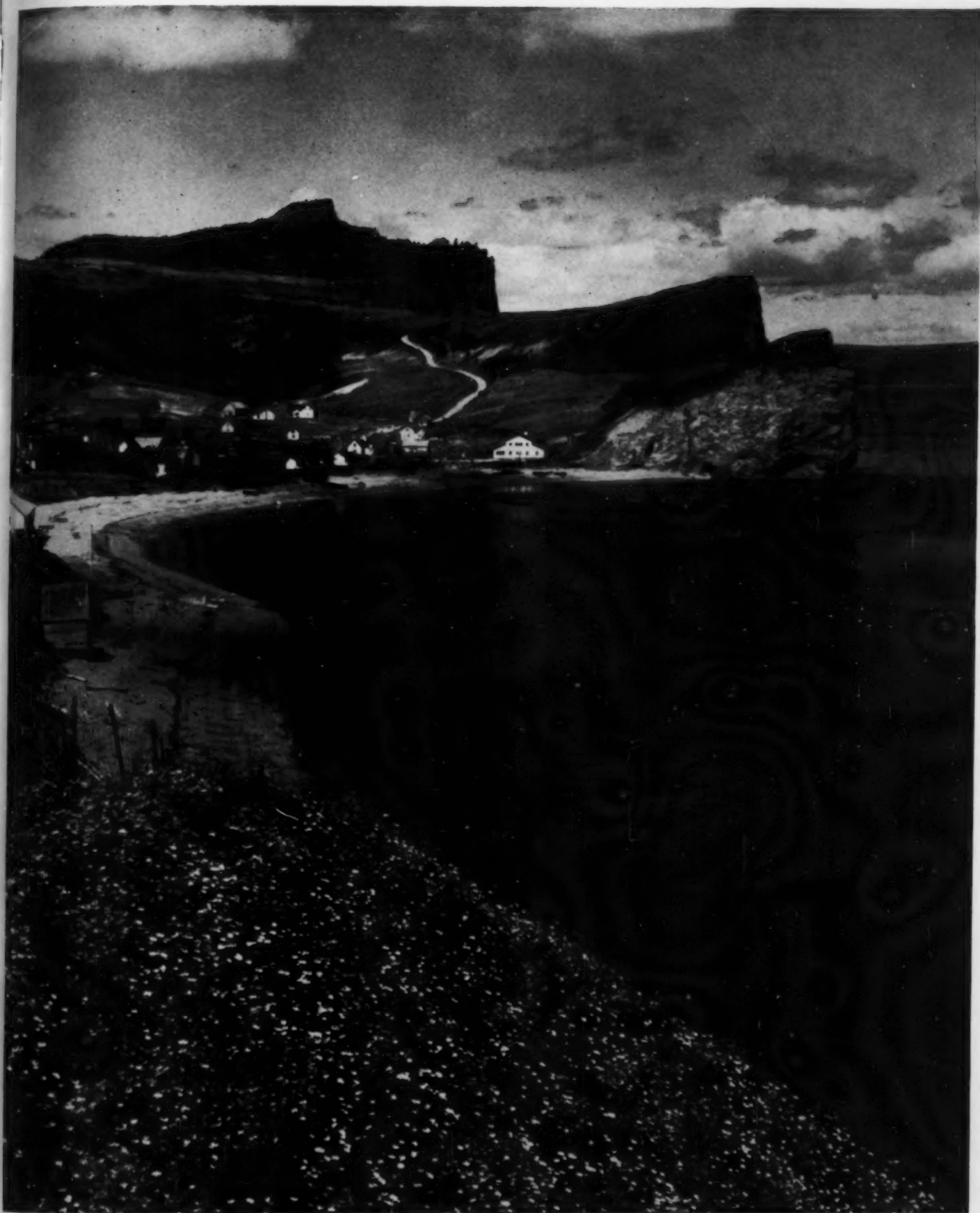
Ottawa 4, Canada



Pictures of the Provinces—VIII

Many a sun-dappled path winds through the woodlands of Ontario, inviting the city-dweller to relax and enjoy the half-forgotten beauties of nature. Bear Island, on Lake Timagami, is but a sample of what awaits those who spend their vacations in the province. Even a portage seems less arduous when the way lies along a broad path through a grove of birches and pungently scented evergreens. At the day's end there will be little difficulty in finding a pleasant camp-site.

Photograph by Richard Harrington



The village of Percé in the Gaspé Peninsula, nestles at the foot of the cliffs known as the Three Sisters. The beauty of the peninsula ranges from grandiose to picturesque. Its 550-mile coastal road winds, soars and dips to the shore. In the fishing villages dwell slow-speaking descendants of Bretons. In the interior people of Norman descent may still be found tilling the fields with oxen as did their forefathers.

Provincial Publicity Bureau of Quebec



IT'S SO

restful

ON THE

TCA

VISCOUNT

You'll marvel at the swift, smooth, restful flight of the Viscount . . . the remarkable lack of vibration as her four Rolls-Royce propeller-turbine engines wing you on your way at an effortless five miles a minute.

Extra-large windows. Beautifully appointed air-conditioned cabin. Comfortable two-abreast seating.

Be one of the first to fly Viscount on this continent. (The Viscount has already flown more than 800 million passenger miles in Europe.) Viscounts are now in service on many Canadian inter-cities and U.S. border routes.

See your travel agent or the nearest TCA Office.

**TRANS-CANADA
AIR LINES**

One of the world's



great airlines



THE TRAVEL CORNER

That Open Road

Now that summer has come the highways are busy again. Traffic is heavier than at any other time of year, for almost everybody who owns a car is using it.

While we do not usually grind axes in this column, we feel that it is an appropriate place in which to remind readers that travel on our roads should be a pleasure and not a disaster. At the first Canadian Conference on Highway Safety, held in Ottawa this spring, some very startling statistics on highway accidents were presented. It was pointed out that every year about 57,000 people in Canada are injured in automobile accidents and about 3,000 people are killed in them. Since 1945 more of our countrymen have perished in this way than were killed in all the land battles in Europe and Korea during the recent wars. It makes you think. The irony of it is that what most of us think is that what happens to others is unlikely to befall ourselves.

There are 3,500,000 automobiles in Canada today—a very large number for our present highway and street systems. In time these systems will be improved. In time the laws concerning vehicles, drivers and pedestrians may be made stricter and the police may be empowered to enforce those laws more vigorously. But these measures alone will not improve the situation very much.

According to the experts, the majority of our highway accidents are caused by simple lack of courtesy. That is perhaps as shocking a commentary as could be made upon the manners of a nation whose members believe themselves civilized. Personal responsibility must be accepted by every one of us. Only then will travel on our roads be both safe and pleasant.

Family Plan for North Atlantic Flights

The scheduled airlines flying across the North Atlantic Ocean to Europe expect to introduce this fall special rates for travel by families during the off-season, 1 November to 31 March. On a round trip it will be possible to save up to \$300.

The head of the family will pay the ordinary off-season fare. For each additional member of the family ac-



An inviting stretch of open road. Hope-Princeton highway, B.C. B.C. Government

companying him or her, fares will be reduced as follows:

First class: one way—\$150 less
round trip—\$300 less
Tourist class: one way—\$130 less
round trip—\$200 less

These reductions in fare do not apply for children under twelve years of age. Their fares are half of the usual off-season ones for first and tourist classes.

Canso Causeway

On 13 August the new Canso Causeway, linking Cape Breton Island and the mainland of Nova Scotia, will be formally opened for automobile traffic. It is expected to be in use, however, before the official ceremonies take place.

The Strait of Canso, separating the island and mainland, has always been a formidable physical barrier in spite of the ferry service across it. The opening of the causeway is expected to have a beneficial effect on the province's economy. At any rate, motorists will have easy access to Cabot Trail and Cape Breton Highlands National Park.

Santa's Village

Those who plan to drive through Ontario's Muskoka district and who will have young children with them might like to call at Santa's Village.

This is something unique in the way of tourist attractions. Whether you are pro-Santa Claus or not and whether your children are believers or sceptics, it is likely that all of you will enjoy the visit.

Santa's Village is about three and one-half miles outside Bracebridge on an eighteen-acre estate. Scattered among the trees are log buildings where toys, souvenirs and food are sold. They have been given names such as Peter Pan's Toy Shop, the Gingerbread House, and so on. There are strolling troubadours and fairy tale tableaux. There are ponies to ride. And, of course, there is Santa Claus. Toys, souvenirs and novelties purchased during your visit will be mailed at any specified future date, wrapped as gifts and postmarked Santa's Village. The Village is open from May to December.

American Shakespeare Festival

The inaugural season of the American Shakespeare Festival will commence on the 12th of this month. Two plays, "Julius Caesar" and "The Tempest", will be presented. They will be directed by Denis Carey. Raymond Massey, Jack Palance, Faye Emerson and Roddy McDowall are among the performers taking part in them. The Festival will close on 3 September.

The new theatre was still under construction when this column went to press. To our brief earlier description of its design we are now able to add an interesting detail. The outer and inner walls are to be of French Guiana teakwood, presented by the government of France as a gesture of goodwill.

Courses for Foreigners at Italian Universities

A number of Italian universities are offering special courses for foreigners. Most of these last from three to six weeks, but some are as long as three months. There are others which commenced this month. More details may be obtained from the universities and from the Italian Embassy, 384 Laurier Avenue East, Ottawa.

Perugia, Italian University for Foreigners. Courses: Italian language, culture, literature. October through December. Apply: Palazzo Gallenga, Perugia.

Pisa, University. Courses: Italian language, art, literature. Held at the seaside resort, Viareggio 5-25 August. Apply: Professor Bolelli, Università di Pisa, Pisa.

Padova, University. Courses: Italian language, liberal arts, sciences. Held at the alpine resort, Bressanone, 15 August to 14 September. Apply: Università degli Studi, Padova.

People
are
saying...

"HOMERIC
is tops!"



6 DAYS from QUEBEC to EUROPE

HOMELINES

TO LE HAVRE AND SOUTHAMPTON

Aug. 3-20—Sept. 6-23

Oct. 9-26—Nov. 12

SEE YOUR TRAVEL AGENT !

L'Aquila—The Italo-American Cultural Institute with the University of L'Aquila and the Dante Alighieri University of Rome offers courses in the language, literature, history and civilization of Italy, from 8 August to 9 September. Apply: University of L'Aquila.

Urbino, University. Courses: Italian language, history, geography, literature. During August. Apply: Università degli Studi, Urbino.

Venezia, University. Courses: Italian language, literature, Venetian art. From 16 August to 15 September. Apply: Università "Ca Foscari", Venezia.

Italian Trains

From Italy comes word that the government is steadily putting into service more and more electrically run trains. The Transport Minister has announced that as of next summer there will be no more third class carriages on the international trains of Italy. Some with fond memories of travelling in these will regret their passing out of use. Within the borders of Italy, however, there will be third class railway carriages for some time yet. It may be 1958 before the two class system is used for domestic as well as international trains.

(Continued on next page)

a
fresh, green world
of holiday fun

**BRITISH
COLUMBIA**



Vacations Unlimited — that's what British Columbia offers! Here is color camera country, with magnificent views from coastal cruise ships, mountain-rimmed beaches, smooth highways, unspoiled parklands. Good hotels, motels and campsites everywhere. Plan your trip now.

To: Dept. U
British Columbia Government Travel Bureau,
Victoria, B. C.

Please send me an illustrated preview of
British Columbia vacations.

NAME _____

ADDRESS _____

Here's
a helpful
service
you can
use



Monthly Review
THE BANK OF NOVA SCOTIA

The Bank of Nova Scotia issues each month a comprehensive and authoritative review of Canadian and World affairs from a Canadian viewpoint. Thousands of business men find the Monthly Review of The Bank of Nova Scotia helpful and profitable reading. The Monthly Review is yours for the asking. We will be glad to add your name to our mailing list. Just fill out and mail the coupon below.

The BANK of NOVA SCOTIA

• Your Partner In Helping Canada Grow

Publicity Department
The Bank of Nova Scotia
44 King St. West
Toronto, Ontario

Please put me on your complimentary mailing list to receive the Monthly Review. Also please send me copies of recent Reviews checked below.

Name _____

Company _____

Street _____

City _____ Prov. _____

- ☐ Coffee, Tea and Cocoa Since the War
- ☐ Accumulated Needs for Social Capital
- ☐ Canada's Monetary Dilemma
- ☐ Canadian Business in 1954 (2 numbers)
- ☐ The Revived Boom in Housing
- ☐ The Impact of Leduc
- ☐ Continued Strength in the Canadian Dollar
- ☐ Canada's Changing Population
- ☐ International Investment for Development
- ☐ Canada's Trading Problem
- ☐ The Outlook for Wheat

(Continued from previous page)

Kingsmere Festival

At Kingsmere in the Gatineau Hills about the middle of this month the first Kingsmere Festival of the Arts will commence. This festival is a community venture by the people of Ottawa, Hull and nearby towns and villages. It will be held at Moorside, the 550-acre estate bequeathed by the late Prime Minister W. L. Mackenzie King to the people of Canada.

Six plays will be presented during the season, which lasts until 20 August. Directed by Eugene Jousse, they will be staged on Friday and Saturday evenings. The program is as follows:

- 15-16 July "Come Back, Little Sheba"
by William Inge
- 22-23 July "A Question of Fact"
by Wynyard Browne
or
"Thieves' Carnival"
by Jean Anouilh
- 29-30 July "Zone" (in French)
by Marcel Dube
- 5-6 August "The Bridge"
by Joseph Schull
- 12-13 August "The Good Woman of Setzuan"
by Bertold Brecht
- 19-20 August "Yerma"
by Federico Garcia Lorca

Under the direction of Dr. H. O. McCurry, former director of the National Gallery of Canada, a School of Art for advanced students and beginners will be conducted at Kingsmere from 11 July to 20 August. Dr. A. Y. Jackson will be present as visiting professor. Instructors for the different courses are William Baillie, Henri Masson, Robert Hyndman and Gerald Trottier. Marjorie Herwig and Isobel Ryan will be in charge of classes for children between the ages of seven and twelve years. It is expected that a School of Ballet will be conducted during the same period under the direction of Guy Glover.

On Sunday afternoons during the festival season concerts will be given. These will feature some of the outstanding instrumental and choral groups of Eastern Canada.

Amongst the New Books

(Continued from page V)

Yugoslav Life and Landscape

by Alec Brown

(The Ryerson Press, Toronto, \$3.75)

Yugoslavia is still something of a mystery to the average reader; one has never grown really intimate with this strange child of the first World War. We should therefore, be very grateful to Mr. Alec Brown who knows and loves the country with a deep understanding, for having given us an intimate picture of the country. If the picture is not altogether clear, that is not entirely the author's fault. One cannot give a clear cut image when the subject consists of the strangest blends in race, religion and type, with a background of varied history and alien rulers. We get a wonderful series of vignettes, but the overall picture is lacking. Perhaps in a country of such mixed origin there is no overall picture. The author tells that he is more concerned with the people themselves than with the landscape; but he has amply made up for any lack of description by a series of splendid illustrations. He has done his best to bring the land and its people home to us. But the situation is such that they simply will not "come home" in a manner of speaking. It may be that the author's effort was too laborious, so that in spite of his most painstaking study, Yugoslavia remains remarkably distant. Had I the good fortune to be going to visit that country, I would certainly take this book with me as a good companion on my travels through the varied provinces which are now united into the entity of Yugoslavia.

S. SEELEY.

The Marching Wind

by Leonard Clark

(Ryerson, Toronto, \$6.00)

For some reason that I find it difficult to put a finger on, *The Marching Wind* leaves me dissatisfied, or perhaps unsatisfied would be a better word. It is an account of an expedition into eastern Tibet to verify or refute the existence in the Amne



EUROPEAN and STERLING AREA MEMBERS

Receive the

CANADIAN GEOGRAPHICAL JOURNAL

by post every month

Annual Membership Fees \$4.00, payable in sterling, 28s. 6d. to the European Representative of The Canadian Geographical Society

W. H. CORKILL

THE MEAD, WEST DUMPTON LANE • RAMSGATE, ENGLAND

Machin Range (Lat. ca. 35°N., Long. ca. 99°E.) of a peak higher than Mount Everest. Such a mountain had been rumoured by previous explorers and reported by pilots flying 'the Hump' in the Second World War who had been off their normal course. By a series of esoteric and astute manipulations Leonard Clark was able to persuade a Chinese Governor, Ma Pu-fang, to authorize and back his expedition and even to supply funds and personnel.

In spite of an immense amount of detail and discussion, we are left at the last in doubt as to whether the high mountain they apparently did actually reach and photograph is in fact higher than Everest. On page xiv we are given a series of measurements and calculations that suggest that Amne Machin is 517 feet higher, putting Everest at 29,144 feet. But there seems to be some doubt as to what corrections to the field figures should have been made. At one point we are told the "difference between our instruments (thermometer and altimeter) and official figures (surveyed by English and German instruments) was -565 meters". That is much more than enough to wipe out the assumed superiority of the Tibetan peak.

On page 182, we are told that the instrument used for taking the measurements on which the calculations were based had "a tripod of oak, brass head and fittings, retractable legs, plumb-line, conventional cone of brass, scope-4 power, scope picture hairlines (2 vertical, 1 horizontal)". All very interesting but in no way unusual or essential and more calculated to impress the layman than to convince a surveyor.

It is a pity that more photographs were not shown as they would have gone far to afford corroboration, and

unfortunate that no other incontrovertible evidence was presented. At this point, one can do no more than fall back on the old Scottish verdict "Not proven".

In style, the book is equally unsatisfactory. It can certainly not be described as light and easy reading. It is weak in grammar here and there, it is prolix and repetitious, giving far more detail (much of it not pertinent to the main theme) than one can find pleasure in. The frequent use of Chinese and Tibetan words becomes wearisome, especially as there is no glossary and, though strange words are usually explained once in the text, their meaning may well have been forgotten a few pages further on. Such sentences as "We pitched camp on the *la* just short of the *niha* of the pass, as it was too late in the day to cross over to the *terh*" convey but little meaning to anybody but the author and are quite unnecessary to his chief purpose.

There are other efforts to lend an air of authority, such as giving rosters of the personnel and other pseudo-military details and the quite unnecessary statement of temperatures in Centigrade in a book intended "not for the scholar, but for the public" as we are told on page x. Nor is the dubious Oriental philosophy, such as we find on page 271, likely to please a student in that field.

Reviewing adversely an account of an expedition into which so much work, energy, ability, and hardship went is an unpleasant duty and were it not the fact that most of the readers of this *Journal* are more than superficially interested in geography and travel the wind might have been tempered to the shorn lamb. It is an especially painful duty when one recalls that a previous book by the same author, *The Rivers Ran East*, was also unsympathetically received by critics in a position to speak authoritatively.

DOUGLAS LEECHMAN.

* * *

Moose Fort Journals 1783-85

by E. E. Rich, Editor

(Hudson's Bay Record Society, London).

This is the first of the Hudson's Bay Record Society's publications to deal with "the bottom of the Bay" as the southern part of Hudson's Bay, later known as the Southern Department, was called. It relates to a crucial time in the affairs of the Company, for in 1783 the Treaty of Paris was signed, the independence of the United States of America was officially recognized, and the North

(Continued on next page)

How
Huck
Finn
Found
a



"Genuwyne" Investment

Huck Finn was a boy with all the instincts of a good investor. Once, when Tom Sawyer asked to trade a tooth for Huck's wood-tick, Huck replied, "Is it genuwyne?" and made Tom expose his "vacancy" to prove it. Huck had the good sense to investigate before he made the exchange.

Like Huck Finn, we like to "look into" every investor's requirements as thoroughly as possible before we advise him. Our job begins with a thorough discussion of the investor's aims... what he wants his investments to do for him. Having established this objective we prepare a list of securities designed to meet his personal needs. Usually the client accepts our suggestions and asks us to purchase the securities we have recommended.

We've been doing this sort of thing for a good many years. Because we think much of it could be of help to you, we'd like to give you a hand with your investment planning. You can be sure that, like Huck Finn, we always want to find out what's "genuwyne"—what's best for you.

A. E. Ames & Co.
Limited

Business Established 1889

TORONTO

MONTREAL WINNIPEG VANCOUVER VICTORIA
CALGARY LONDON OTTAWA HAMILTON KITCHENER
OWEN SOUND ST. CATHARINES QUEBEC
NEW YORK BOSTON LONDON, ENG.

CANADIAN GEOGRAPHICAL JOURNAL

BACK ISSUES WANTED

- 1930—May, August, September, November, December.
- 1933—January, February, March, April, June, August, September.
- 1934—January.
- 1936—March, May, September.
- 1938—December.
- 1947—January, February, July, August, October.
- 1948—February, April.
- 1950—July, October.
- 1951—January, July.
- 1953—October.

Before sending, please write, stating terms to:

THE CANADIAN GEOGRAPHICAL SOCIETY
34 Park Avenue, OTTAWA 4

(Continued from previous page)

West Company was organized. Both Fort Prince of Wales on the Churchill River and Fort York at the Hayes River mouth had fallen to the enemy and there was no post left in the Bay except Albany and Severn.

The Journals themselves throw an interesting light on life in the trading posts of those early days and also make it clear why there was always work for a "writer". Daily journals had to be kept, in duplicate, at each post, one copy to be retained there and the other to be sent back to England with the departure of the annual ship. The journals recorded the weather, the duties of the day with a statement of what each man was doing, details of the food supply (for each post was expected to be almost self-supporting), arrivals and departures of both whites and Indians, and the progress of the fur trade.

In addition to the journal, letters had to be copied, sometimes in triplicate, whether local or destined for England, for there was always risk of their loss; the accounts of the Indian trappers had to be kept; and then there was the annual inventory, or "overhale" as it was called then. So, it would seem, the cry of "too much paper work" is not new.

The Introduction clarifies and lends significance to the Journals. The various appendices, dealing with correspondence, a history of the posts on the Bay, biographical sketches of the people mentioned, and standards of trade values are of exceptional importance.

Most readers will agree that life "in the bottom of the Bay" can not have been an enviable one; it is amazing that any could be found who would tolerate such conditions.

DOUGLAS LEECHMAN.

* * *

The Yukon

by Arthur Cherry Hinton
and Philip H. Godsell

(Ryerson Press, Toronto, \$3.75)

Ever since the dramatic building of the Alaska Highway, there has been a revival of interest in the Yukon and this Territory has received more attention than at any time since the excitement of the big gold rush of 1896-1898. There have been several books on Canada's far northwest published recently and many articles. Some of these have been very good, others less useful. It is definitely in the latter category that we have to place Hinton and Godsell's *The Yukon*.

Having spent some time in the Yukon myself I was hoping to find here pleasant reading and an informative contribution to one of my favourite subjects but as I read I found, to my dismay, error after error. So numerous were they indeed that, before the book had come to an end they added up to a total that gave an average of at least one palpable error to every three or four pages and that, for a would-be serious contribution to the literature of any subject, is far too many.

There are slips in grammar, which is all too common today, but the proofreader should have caught them. There are mistakes in the spelling of geographical names and these, too, the proofreader should have seen if the editor didn't. There are sheer misstatements of fact and these would have been eliminated, in all probability, if the manuscript had been submitted to somebody who knew the subject.

I have no intention of listing every error I found. To do so would be both pointless and boring, but here are a few samples:

should be

Couer d'Alene	Coeur d'Alene (p. 2)
Louchoux	Loucheux (passim)
Naas River	Nass River (p. 31)
Francis Lake	Frances Lake (p. 36)
Aklavic	Aklavik (p. 46)
Lake Linderman	Lake Lindeman (p. 67)
Lake Lebargé	Lake Laberge (p. 71)
Dolphin Union	Dolphin and Union (p. 129)
Fort Vermillion	Fort Vermilion (p. 157)

Now as to errors of fact: The suffix —*miut* in Eskimo, meaning 'people of' is correct, not —*muít* (p. viii); the Tsimshians did not live on the Queen Charlotte Islands, but on the mainland opposite (p. 5); the 'Carcross Railway' is non-existent, though the White Pass and Yukon Railway does run through Carcross and it was from a bridge on this line that the Indian fell (p. 54); Squaw Rapids are not in Miles Canyon, but farther downstream (p. 70); Dr. Dawson was not Director of the Topographical Survey, but of the Geological Survey (p. 80); Point Barrow is not the most northerly point on the North American continent, but rather Boothia Peninsula (p. 112); the Kutchin did not call the Eskimo 'eaters of raw flesh', that was an Algonkian term (p. 114); Atlin is not on the Alaska Highway at Mile 865.5, but about 55 miles south of this point (p. 154); the source of the Alsek River is not in Lake La-

Application for Membership

in the

CANADIAN GEOGRAPHICAL SOCIETY

To: The Canadian Geographical Society,
54 Park Ave.,
Ottawa, Canada.

1955

Please Print

Name

Address

Name

Address

Annual membership dues, which are \$4.00 per annum in all parts of the world, include subscription to *Canadian Geographical Journal*.

berge, but in Dezadeash Lake (p. 170); Alder Creek is not to the north of Dezadeash Lake, but to the southwest of it (p. 172); there is no mid-night sun at Bates and Mush Lakes, for they are too far south (p. 173).

Those are by no means all; they are merely samples. There are other errors of statement even more serious. It is difficult, for example, to swallow the assertion that placer miners in the Klondike thawed out the frozen gravels of their diggings in winter with a blow torch; a geological colleague of mine who has spent many years in the Yukon was convulsed at the idea, nor could he accept the notion of salting placer diggings with a shot-gun: that little dodge is reserved for hard rock propositions. The 'darkness, which pressed down like some living thing' in summer, during the construction of the Alaska Highway, when 'tropical temperatures changed the resinous spruce forests into fiery furnaces', is difficult to reconcile with the bright summer nights of the Yukon; nor are we able to accept the 'countless amatory frogs' whose croaking made this darkness vocal, for, while there are frogs in that part of the Yukon, they are silent.

The old legend of the Headless Valley is repeated 'man after man having gone into the country only to leave his headless skeleton as a warning' and, for a glorious climax, we are told of the flesh of a dinosaur 'a hundred million years old, being still fresh enough for dog-feed when thawed'. This appears to be drawn from a confused memory of an account of the finding of a mammoth carcass in Siberia the flesh of which was still edible, but it was certainly not a dinosaur and nothing approaching a hundred thousand years old, much less a hundred million.

A book so carelessly written as this makes one ponder. Major Hinton is a university man and an ex-school-teacher. He has been in the Yukon. Surely he must know that accuracy in such a book as this is a prime essential, and that inevitably his sins will find him out. True enough, none of us can hope to escape all error if writing at any length, and Job must have known whereof he spoke when he said "Oh, that mine adversary had written a book", but such a profusion of blunders is inexcusable.

Mr. Godsell, F.R.G.S., F.R.E.S., Member of the Explorers Club of New York, as co-author must surely have read the manuscript. He knows northwestern Canada better than most. He knows as well as anybody that the Haidas, not the Tsimshians, occupied the Queen Charlotte Islands,

• PRINTING

• LITHOGRAPHY

• CREATIVE DESIGN

• PHOTO-ENGRAVING

Gazette

PRINTING COMPANY
LIMITED

MONTREAL'S FIRST PRINTER

Established in 1776

UN. 6-3561 1000 St. Antoine St., Montreal.

and he should recognize most of the other errors for what they are at a glance. Where is the explanation to be found?

DOUGLAS LEECHMAN.

* * *

Geography from the Air

by F. Walker

(Metheun—British Book Service, Toronto, \$6.00).


Air photographs as an aid to geographical research provide the theme of this book. This is not a volume dealing with the technical aspects of aerial photography and photogrammetry. It has to do, rather, with the types of information that a geographer can obtain from a careful study of air photographs. They provide an accurate presentation of the earth's surface as it existed when the picture was taken. The use of stereo pairs with the necessary viewers provides a relief model which can be studied in detail. Single prints, while they lack the relief features of stereo pairs, can supply much pertinent information. The amount of detail available depends upon the scale of the picture and on the weather conditions prevailing when the picture was taken.

The method used in outlining the value of aerial photographs is demonstrative. Ninety-three plates reproducing actual photographs of various parts of Great Britain are presented.

Major details are then described in the accompanying text and identifying marks are added to the prints. In this way the author shows the great variety of information that can be obtained.

Most emphasis is laid upon the interpretation of physical features.

(Continued on next page)




ALBERT COLLEGE

Founded 1857


Courses Offered

High School up to and including Grade XIII or University Entrance • Secretarial Course • Business Administration and Commerce Course • Dramatic Art, Piano, Vocal and Cultural Courses • Swimming, Life Saving and all Physical Recreation.

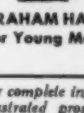
CO-EDUCATIONAL




THE MANOR
for Girls & Young Women



THE MANORETTE
for Junior Girls



GRAHAM HALL
for Young Men



BAKER HOUSE
for Boys

For complete information and illustrated prospectus, please write to:
Rev. A. E. MacKenzie, B.A., Principal
ALBERT COLLEGE, BELLEVILLE, ONTARIO, CANADA



MORE FINE
CANADIAN PRINTING
APPEARS ON

Provincial Papers

THAN ON ANY
OTHER KIND...

Provincial Paper Limited
TORONTO, MONTREAL, WINNIPEG

(Continued from previous page)

Of 94 pages devoted to the study of photographs 62 deal with geologic and other physical aspects of land, while only 32 are devoted to human and economic phenomena. This distribution of emphasis does not reflect the relative usefulness of air photographs to physical and human geographers; rather it seems to indicate a major interest of the author. It may also reflect the troubled world situation and the fact that air photographs portray so much accurate information that security reasons prohibit the publication of many pictures.

Be that as it may, the author has amply demonstrated the value of air photographs in geographic studies. As more and better pictures become available greater use will be made of them in future geographic research both in the office and in the field. It should not be assumed, however, that air photographs are of value mainly to geographers. They are important to all peoples, scientists and others, who have an interest in land and the people who live on it.

GORDON D. TAYLOR.

* * *

Sir Edmund Head: A Scholarly Governor

by D. G. G. Kerr with the assistance of
J. A. Gibson

(University of Toronto Press, \$5.00)

This is a sound book about a sound Victorian public man. Sir Edmund Head was a much better governor than his distant cousin Sir Francis, yet he is not so well remembered. He was Lieutenant Governor of New Brunswick from 1848 to 1854 and Governor General of British North America from 1854 to 1861; and still later he was Governor of the Hudson's Bay Company. He was also a man of scholarly interests, a sometime Oxford don and a connoisseur. Professor Kerr's full-length study of him is based on many years' research. Dean J. A. Gibson, another deep student of Head, has made a contribution to the book.

During his years as Governor General, Head had much to do with matters of defence and western expansion, was instrumental in the choice of Ottawa as the seat of government, and was a pioneer in sowing the seeds of the idea of the union of British North America. In these matters however the book does not add greatly to our knowledge. Earlier studies—including articles by Messrs. Gibson and Kerr themselves—have covered the ground fairly thoroughly, and now Mr. Kerr

has not much more to do than dot the i's and cross the t's, and correct or amplify his predecessors' work in some matters of detail. His most original contribution is in the New Brunswick period. New Brunswick in 1848 was a politically backward province, without even a party system to facilitate the working of parliamentary institutions. In such a community the introduction of responsible government was a ticklish and difficult business, and Head had to exercise a degree of leadership that sometimes bordered on the autocratic. Canada owes Head a very considerable debt, and its extent will be better understood as a result of the publication of this biography. Mr. Kerr writes well, and the University of Toronto Press has done a handsome job of book production, not holding against the author the fact that he overlooks Head's interest in the University in its early and difficult days. If the volume is more solid than sparkling, the reason probably is that Head himself was not a particularly vivid personality; he was an excellent public servant, but not nearly as good a subject for biography as his friend John A. Macdonald.

C. P. STACEY.

Serving Canadian Advertisers Since 1873



RAPID GRIP AND

Batten

LIMITED

HEAD OFFICE
300 BAY STREET
TORONTO